

Asian Breeze (23)

(亜細亜の風)

Happy summer vacation to you

10 August, 2012

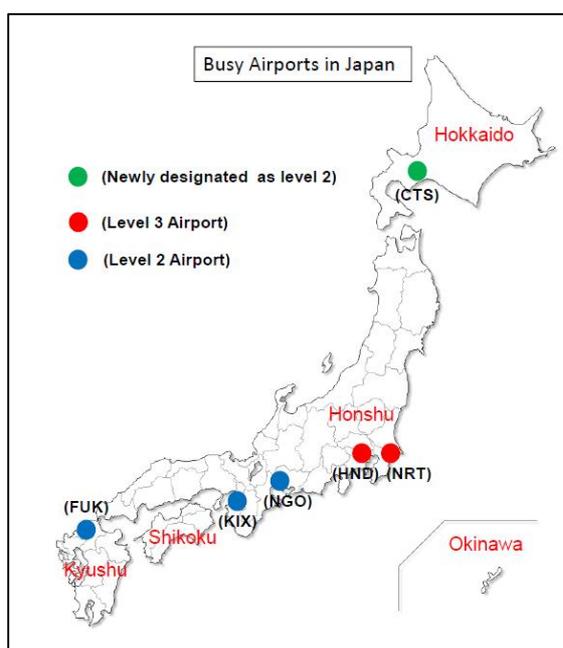
Dear coordinators and facilitators in Asia/Pacific region. It is really hot here in Tokyo because of a global warming. It was reported in the previous issue that all nuclear power plants (NPPs) were shut down due to the nuclear accidents last year. One NPP called "Ooi Genpatu 大飯原発", which provides Osaka region with electric power, started its operation in order to avoid the power outage during the peak summer season. Two nuclear reactors were activated in July and the maximum power generation was attained in August to supplement the power shortage during the peak time in Osaka region. As this action was taken by the government as an emergency measure, the rest of NPPs (17 power plants and 49 nuclear reactors) are still out of operation. While the government is now trying to set up a long term power supply policy including the non-reliance scenario of NPPs, it may take some time to reach a general consensus. Every Friday evening, more than 20,000 demonstrators get together in front of the National Diet Building and the prime minister's resident to stop NPPs.



IATA circulated the notification of airport level change for New Chitose Airport (CTS) to the airlines worldwide on 3 July, 2012. From S13, the status of CTS will be changed from Level 1 to Level 2. CTS has changed due to experiencing congestion during certain periods of the day with the advent of LCCs. The schedule facilitation services for CTS will be provided by Japan Schedule Coordination (JSC). So, I featured New Chitose Airport (CTS) since a very little is known to airlines and coordinators. I hope you will find it informative and interesting.

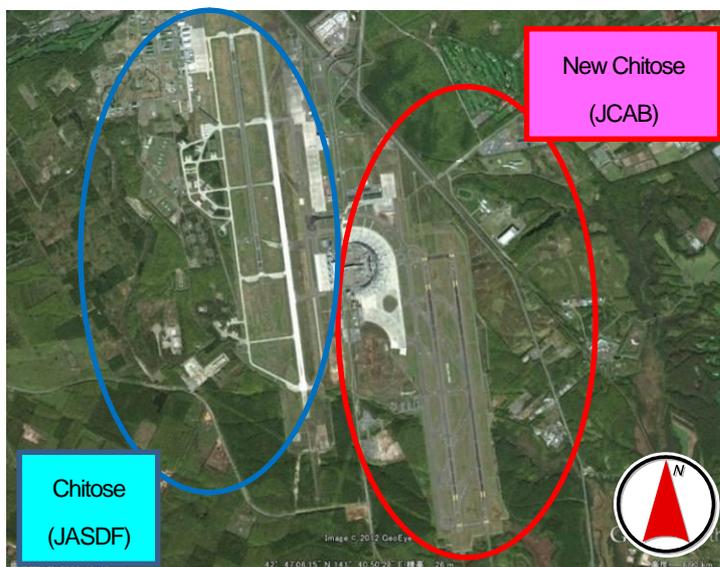
New Chitose Airport (CTS)

New Chitose Airport (新千歳空港) (IATA: CTS, ICAO: RJCC) is an airport located 5.0 km southeast of Chitose City, Hokkaido, the northern most island of Japan, serving the Sapporo metropolitan area (1.9 million). It is the largest airport in Hokkaido. As of 2010, New Chitose Airport was the third busiest airport in Japan following Haneda and Narita airports and ranked #64 in the world in terms of passengers carried. The New Chitose - Tokyo Haneda route (894 km) is the busiest air route in Japan, with 8.8 million passengers carried in 2010.



New Chitose Airport opened in 1988 to replace the adjacent Chitose Airport (ICAO: RJCJ), a joint-use facility which had served passenger flights since 1963. Chitose Airport is located on the west side, which is dedicated for use by Japan Air Self-Defense Force (JASDF). New Chitose Airport is situated in newly developed area on the east side, which is operated by Japan Civil Aviation Bureau (JCAB) for civil aviation use.

There are 4 separate runways at this airport: Two close parallel runways on the west side (2,700m (18R/36L) and 3,000m (18L/36R)) are operated and maintained by JASDF including the environmental protection. Two close parallel runways on the east side (3,000m (01R/19L) and 3,000m (01L/19R)) are operated and maintained by JCAB including the environmental protection. While Chitose Airport and New Chitose Airport have separate runways, they are interconnected by taxiways, and aircraft at either facility can enter the other by ground if permitted; the runways at Chitose Airport are occasionally used to relieve runway closures at New Chitose Airport due to winter weather (snow).



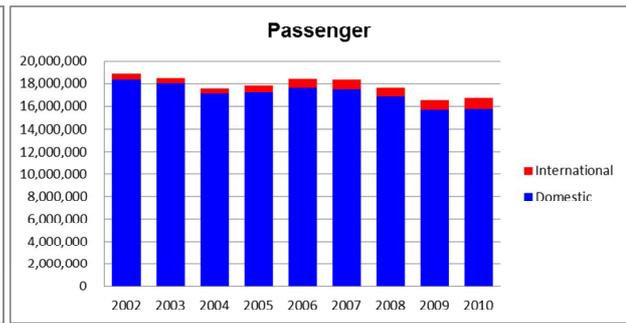
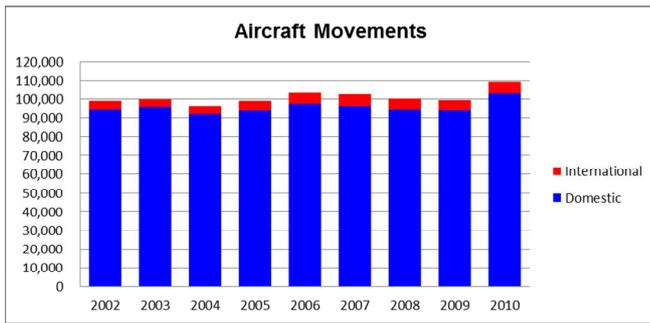
While the runways are operated and maintained by JASDF and JCAB separately, Air Traffic Control (ATC) services for both facilities are being provided by JASDF.

Air Traffic Record

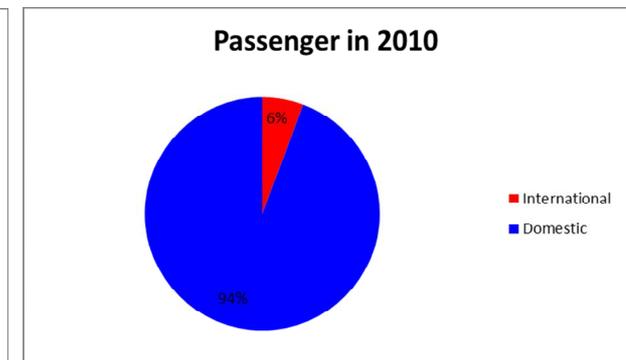
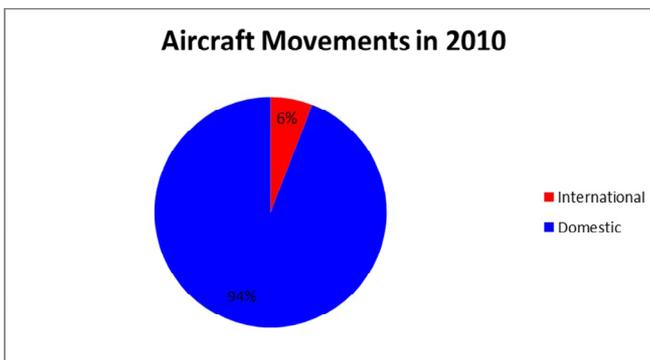
The statistical data and graphs for aircraft movements and passenger for civil aviation from 2002 to 2010 are shown below. While the aircraft movements from 2002 to 2009 are very stable, the data for 2010 sharply increased (10% increase). It is estimated the data for 2011 is also increased despite the formal data has not been published yet. Although the number of passenger has a tendency of slight decrease, this is due to the downsizing of the aircraft fleet.

Movements	2002	2003	2004	2005	2006	2007	2008	2009	2010
International	4,720	3,766	4,634	5,350	5,584	5,684	5,890	5,748	6,394
Domestic	94,376	96,152	91,906	93,910	97,686	96,750	94,334	93,904	102,812
Total	99,096	99,918	96,540	99,260	103,270	102,434	100,224	99,652	109,206

Passenger	2002	2003	2004	2005	2006	2007	2008	2009	2010
International	516,187	433,514	523,090	622,729	749,106	801,948	794,864	795,054	947,148
Domestic	18,319,009	18,023,953	17,082,412	17,249,023	17,643,529	17,527,464	16,861,398	15,742,512	15,801,032
Total	18,835,196	18,457,467	17,605,502	17,871,752	18,392,635	18,329,412	17,656,262	16,537,566	16,748,180



The percentage of international flights in aircraft movements and passenger in 2010 is shown below. As shown, the international ratio of 6% is rather low compared with major international airports. But this number is expected to increase because of the introduction of open sky policies in Japan.



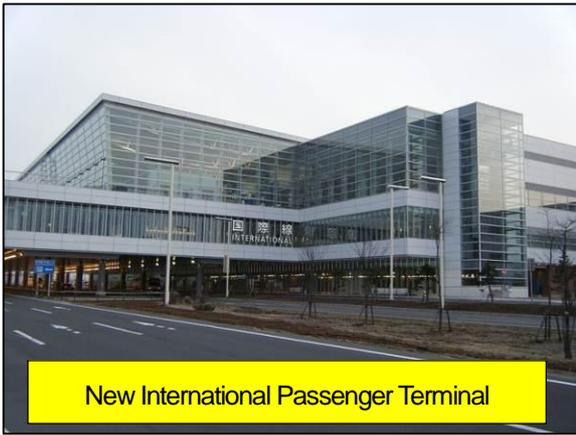
Passenger and Cargo Terminals

Domestic Terminal

A semicircular terminal, which was built on the east side of airport, has been used as domestic and international flights since 1992. As the international portion had been crowded, new separate international terminal was planned. After the new international terminal was inaugurated in March 2010, this terminal is now used exclusively for domestic flights. The domestic terminal is 4 story building with one basement whose total floor area is 182,517m². There are 9 baggage carousels. The annual capacity of the domestic terminal is 20 million. There are 18 aircraft parking spots with 18 boarding bridges in front of this domestic terminal.

International Terminal

The new international terminal was built on the west side of airport in order to cope with the rapidly growing demands for international flights in the foreseeable future. This new international terminal is connected with the domestic terminal by the moving side walk. The new international terminal is 4 story building and one basement whose total floor area is 59,156m². There are 4 baggage carousels. The capacity of the international terminal is 530 persons per hour (730 for future), or the annual capacity of 2 million. There are 6 aircraft parking spots with 5 boarding bridges in front of this international terminal.



New International Passenger Terminal



Domestic Passenger Terminal

Cargo Terminal

There are three cargo terminals; one for airlines and two for cargo agents. Airline cargo terminal building is two stories with the total floor area of 15,663 m². One of cargo agent terminal is two stories building with 3,989 m², and the other is two stories building with 2,157 m².

Aircraft Parking Spots

In addition to 18 aircraft parking spots in front of domestic terminal and 6 aircraft parking spots in front of international terminal, there are 8 domestic passenger spots and 6 international passenger spots available as remote parking. There are also 10 domestic cargo spots and 9 international cargo spots available for freighter use.

	Domestic		International		Total
	Passenger	Cargo	Passenger	Cargo	
Large	22	4	11	9	46
Medium	3	0	0	0	3
Small	1	6	1	0	8
Total	26	10	12	9	57

Current Airport Constraints

Since ATC services are being provided by JASDF, the airport constraints are determined jointly by both JASDF and JCAB in close consultation. There are currently three major constraints at New Chitose Airport.

Hourly movements

The maximum operations (take-offs and landing) for civil aviation are limited to 32 per hour from 7:00 to 21:59 in summer 2012. This is the maximum ATC capacity currently being provided by JASDF.

Noise Abatement Measures

While New Chitose airport became Japan's first 24-hour airport in 1994, the operations from 22:00 to 06:59 are currently limited to six flights per day as noise abatement measures. Four of these slots are currently used by passenger flights to Tokyo while the other two are used by cargo flights.

(Note 1) For departure flight, it is allowed from 21:45 to 06:59 from December to March.

(Note 2) For departure flight, it is allowed from 21:50 to 06:59 for the rest of year.

International Flights

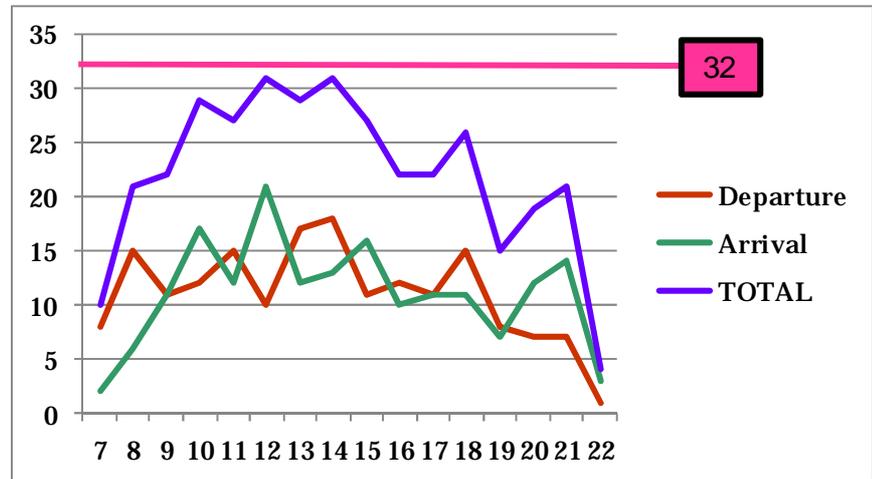
Operating hours and days for international flights are restricted based on the results of close consultations in view of national security between Ministry of Defense (MOD) and Ministry of Land, Infrastructure, Transport and Tourism (MLIT) in order to avoid the interference with the operation and the training of JASDF Corps at Chitose Air Base. As of 28 February 2012, international flights designated by JASDF are permitted on Tuesdays and Wednesdays from 12:00 to 15:59, on Friday after 17:00, and on Saturday and Sunday all day long.

Capacity Analysis for summer 2012

Runway Capacity

The peak week in summer 2012 was found to be fifth week of August. Then, the peak day in the week was found to be 29 August (Wednesday) that would have 356 flights /day. The hourly operations for departure and arrival are shown below on that day. The peak operations of 31 are filed at 12:00 and 14:00. Departure peak is 18 at 14:00 and arrival peak is 21 at 12:00. Since the maximum hourly operations in summer 2012 are 32, the peak hour would have almost reached these maximum hourly operations.

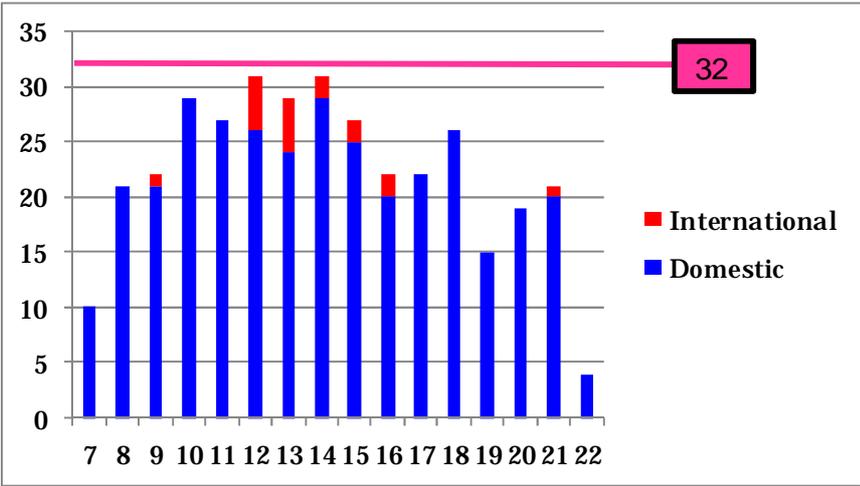
2012/8/29 (Wednesday)		7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
Departure		8	15	11	12	15	10	17	18	11	12	11	15	8	7	7	1	178
Arrival		2	6	11	17	12	21	12	13	16	10	11	11	7	12	14	3	178
TOTAL		10	21	22	29	27	31	29	31	27	22	22	26	15	19	21	4	356



Terminal and Spot Capacity

The hourly operations for domestic and international are shown below on 29 August (Wednesday). The domestic peak is 29 at 10:00 and 14:00. The International peak is 5 at 12:00 and 13:00 consecutively.

2012/8/29 (Wednesday)		7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
Hour		7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
Domestic		10	21	21	29	27	26	24	29	25	20	22	26	15	19	20	4	338
International		0	0	1	0	0	5	5	2	2	2	0	0	0	0	1	0	18
TOTAL		10	21	22	29	27	31	29	31	27	22	22	26	15	19	21	4	356



(1) Domestic Flights

While the peak domestic operation is filed 29 at 10:00 and 14:00, there will be sufficient capacity at domestic terminal building because of renovation work. As to the parking spots, there will be some shortage of boarding bridge since there are 18 boarding bridges at the domestic terminal. In addition, there will be some shortage of parking spot since there are only 8 remote parking spots for domestic passenger use at this peak hour. The use of domestic cargo spot will be needed in order to mitigate the parking congestion.



(2) International Flights

The peak international operation is filed 5 at 12:00 and 13:00 consecutively. Since the calculated passenger flow is already above the design capacity of 530, the shifting the slot timing is needed due to the consecutive peak hours. As to the parking spots, it will barely accommodate this international peak operation since there are 5 boarding bridges.

Tourism in Sapporo

Sapporo (札幌市) is the fourth largest city in Japan by population, and the largest city on the island of Hokkaido. It

is the capital of Hokkaido Prefecture and an ordinance designated city of Japan. Sapporo is known outside Japan for hosting the 1972 Winter Olympics, the first ever held in Asia, and for the city's annual Yuki Matsuri, (雪祭) internationally referred to as the Sapporo Snow Festival, which draws more than 2 million tourists from around the world. Those who have never experienced snow or ice should visit Sapporo in winter.



Snow Festival; Snow Castle



Snow Festival; Ice Sculpture

Many historical buildings are located in Sapporo, and draw many tourists in every year. Historic landmarks include the Former Hokkaido government office building, the Sapporo Clock Tower and the Sapporo TV Tower. The Sapporo Factory was a former brewery of the Sapporo Beer, and is currently a huge shopping mall with many restaurants, offices and the multiplex movie theatres. Another former brewery of the Sapporo Beer is the Sapporo Beer Museum, which is currently a part of the Sapporo Garden Park, and houses the Sapporo Beer Gardens.



City Center; Chuo-Dori



Sapporo Clock Tower



Sapporo Beer Museum



Entertainment District; Susukino

Good Memories of Barcelona



APACA/4 meeting

The fourth general assembly meeting of APACA was held at Centre Convencions Internacional Barcelona (CCIB) on Friday 15 June, 2012 on the occasion of IATA 130th Slot Conference in Barcelona, Spain. The number of participants was 31 representing 11 economies and 15 organizations which constitute more than half of the entire economies and organizations in Asia/Pacific region. Thus, the fourth general assembly meeting of APACA had a quorum.



The meeting was opened with Mr. Ernst Krolke's welcome speech. He also welcomed the participation of the chairman of WWACG, Mr. Erich Rindlisbacher. Agenda items were (1) Notification of SHL & SAL dates at WWACG Web Site, (2) Members Fee of WWACG, (3) Web Site of APACA, (4) Slot Performance (including 80/20 and ontime performance), (5) The questionnaire results on the constraints on the aircraft operations in terms of environment protection, (6) Proposed Changes to WSG Edition 2. All the materials presented and the minutes of the meeting can be retrieved in our website (www.schedule-coordination.jp) at APACA submenu on top.

Asian Tea Gathering

The Asian Tea Gathering was held as usual during the 130th Slot Conference on Saturday 16 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 131th Slot Conference in Toronto, Canada. Please look forward to next gathering.



From the Chief Editor

Generally speaking Japanese are very fond of festivals. For festival lovers, July and August are the most heart beating months when many summer festivals (夏祭り: Natsu Matsuri) are being held all over the Japan.

(1) The Aomori Nebuta Matsuri takes place from 2 to 7 August in Aomori Prefecture. The festival attracts many tourists and is counted among the three largest festivals in the Tohoku region (Northern Japan). "Nebuta" refers to the float of a brave warrior-figure which is carried through the center of the city, while dancers wearing a unique type of costume called haneto dance around in time.

(2) The Gion Matsuri takes place in the entire month of July in Kyoto. It is crowned by a parade, the Yamaboko Junko on July 17. Kyoto's downtown area is reserved for pedestrian traffic for three nights leading up to the massive parade. The streets are lined with night stalls selling food and many other culinary delights. Many girls dressed in yukata (summer kimono) walk around the area, carrying with them traditional purses and paper fans.



(3) Hakata Gion Yamakasa takes place from 1 to 15 July in Fukuoka Prefecture. Its rites center on Kushida Shrine. Famous for its one ton float-racing, it has a seven hundred and fifty year history, attracts up to a million spectators, and was designated an Important Intangible Folk Cultural Property in 1979.

(4) The most famous one is festival of "Obon or just Bon" taking place all over the Japan. Bon is a Japanese Buddhist custom to honor the departed (deceased) spirits of one's ancestors. It is believed that the spirits of ancestors are coming back to the household altars during Obon. This custom has evolved into a family reunion holiday during which people return to ancestral family places and visit and clean their ancestors' graves.



As I finished this issue, I will rush to my home town next week to spend with my family to celebrate Obon even though I am not so religious. Take care and enjoy a nice summer vacation. (H.T.)