

Asian Breeze (5)

(亜細亜の風)

July 30, 2009

Enjoying Summer Vacation?

How did you enjoy SC124? The conference was quite all right, but it was a long flight and big time difference which made me really tired. Maybe it is because of my age? It was 16 hours trip, which includes 12 hours of flight from NRT to ORD, 2 hours of connection time and 2 more hours of flight from ORD to YUL. The time difference is 13 hours between YUL and NRT. That was too much for me, enough for complaints.

Understanding that you all must be enjoying summer vacation, I herein circulated 5th edition of Asian Breeze. As announced in 4th edition, the Thailand slot coordination sent us an article which is well designed, beautifully decorated and very informative. In addition, JSAG old members sent us an article looking back on the past two years in this issue. Due to layout constraints, JSAG article comes first.

Joint Scheduling Advisory Group (JSAG) old members

Here is a picture of old members of JSAG with a big smile on each one's face. The term of WWACG Core Group and JSAG coordinators concluded at the conference, with the SPWG and JSAG airline members concluding their term at the end of August. They've all accomplished their two years' duties quite remarkably for developing industry guidelines related to airline scheduling, slot allocation and airport coordination. They have contributed a great deal to the development of industry standards. The following are comments from the chairman and vice-chairman of JSAG.

[Mrs. Boyce's comment as a chairman]

As this issue of Asian Breeze goes to print, I have had an opportunity to reflect on my career so far and realized I am a very fortunate individual. While the industry is facing unprecedented economic challenges, I am thankful not only to be employed, but employed in a position I thoroughly enjoy. Today's environment requires slot portfolio management be done via careful juggling of operational, commercial and regulatory considerations - making it far more complex and interesting than would appear to an outsider. I love my position at United, addressing industry issues with IATA and regulators through SPWG and JSAG and the important work we do for the broader industry. I especially admire my colleagues and enjoyed working with members of the airline, airport and coordinator community.



From the left (BA, AA, NH, KL, AF, LH, UA, IATA, ACL, ACA, COHOR, FHKD, SCS, SACN)



In 2007, the Schedules Process Review (SPR) moved from analysis/brainstorming to the recommendation stage whereby the hard work of the JSAG members and others came to the light of day when endorsed at HoDM/03. The implementation of the SPR recommendations started immediately after HoD endorsement and has been rolled out gradually ever since with all elements being in play for the June 2009 Schedules Conference. Now, as its fully implemented, we need to turn our

attention to objectively reviewing the new structure, including taking into account the very valuable feedback received from the HoDs, and preparing our assessment and associated recommendations to be presented at HoDM/08 in June 2010. I look forward to and hope for continued HoD involvement as we begin the review process.

All SPWG and JSAG members take on these responsibilities in addition to their core responsibilities for their own organizations. In doing so, on their own initiative, they put in countless hours and spend additional time away from dear family and friends. This selfless sacrifice is done for the betterment of the industry. Thank you to all SPWG and JSAG members for your dedication and devotion.

On behalf of the industry, I would like to thank Michael Feldman/IATA, Juan Catala/IATA, Peter Morrisroe/UK, Claus Ulrich/German, Birdie Yuen/HKG and Eiichi Ohara/NRT for their years of service on and contributions to JSAG. They have helped us move out of the dinosaur age, incorporate new technology and adapt to an ever changing regulatory environment. We wish you well in your future endeavors and hope our paths cross again in the future.

[Mr. Morrisroe's comment as a vice chairman]

I have been fortunate to work with a great team of airlines and coordinators on JSAG since it was first formed and for the last two years I have filled the role of Vice Chairman. All good things must come to an end and, as I plan to retire next year (to concentrate on important issues such as my golf handicap!), I decided not to stand for re-election to JSAG at the June Conference. An excellent team, some new some old (experienced) colleagues will be taking forward policy and process initiatives through JSAG from now on.

Over the last few years the work has been extremely challenging as JSAG has pushed forward with the implementation of the recommendations of IATA's Scheduling Process Review and introduced a more structured work plan for JSAG with clearly defined goals and workstreams based on feedback from all the delegates to the Conference. Change is always difficult to implement but I believe that the policy and process changes that we have implemented recently really have improved the efficiency of the scheduling process. I am particularly pleased with the success of the implementation of 'pre conference activity' between the SAL's and the start of the Conference. In my experience this change alone has allowed airlines and coordinators to arrive at the Conference much better prepared than in the past.

For my sins I have also co-edited the Worldwide Scheduling Guidelines (WSG) for a number of years with Jim Watt of AA and hopefully sorted out many of the inconsistencies in the document



and made it a bit easier to read and understand though frankly it needs a complete overhaul in my view. Despite what JSAG has achieved there is still much to do and we have left a challenging agenda for our successors such as developing a Contingency Plan for if the Conference is cancelled for any reason (Swine Flu?) and merging SCR and SMA message types.

I am delighted to leave JSAG in the safe hands of the new team.

Introduction of Thailand Slot Coordination

**Airport
Coordination
Committee**

History & *mission*

Thailand slot coordination has begun its mission on 25 Feb 1977 after Thai Airways International was assigned to be slot coordinator under supervision of Department of Civil Aviation. During year 2006, Thailand Airport Coordination committee was formed comprising of representatives from Department of Civil Aviation, Airport Authority of Thailand and, flag carrier, Thai Airways International Plc.

On 29 September 2007, Suvarnabhumi Airport has officially opened to alleviate the limited capacity and congestion at Don Mueang which is now became to SMA airport for some domestic carriers, charter services and aircraft for ground time over 48 hours.

About airports in Thailand: airports level announced by DCA

Airport Level	Traffic Capacity	Roles
<p>Level 3 : BKK HKT</p>	Traffic & Airport Congestion	<p>Slot Coordinator</p> <ul style="list-style-type: none"> Slot Time required Report & Monitoring
<p>Level 2 : CNX DMK HDY UTP</p>	Potential Congestion	<p>Schedules Facilitator</p> <ul style="list-style-type: none"> Report & Monitoring
<p>Level 1 : CEI KBV UTH</p>	Traffic Flow	<p>Non-coordinated airport</p> <ul style="list-style-type: none"> Monitoring

To know

Coordinated Airports THAILAND
Airport Capacity Limitation

- Runway Movement Rates
- Parking bay
- Terminal – Passenger Flow

BKK has 2 runways with limitation of 76 movements per hours, 120 parking bays and 24hrs operation;

HKT has 1 runways with 3 movements per hour or 20 minutes for flight separation and 24hrs operation;

CNX has 1 runway and requires 10 minutes of flight separation, operation hrs: 06:00-23:00 LT;

HDY has 1 runway and requires 10 minutes for flight separation, operation hrs: 06:00-24:00 LT.

Introduction of members



Kannikar Kemavuthanon:
Director-General of Department of Civil Aviation

Principle roles and responsibility:

- Control and Regulate slots usage and allocation to all carriers operating to Thailand;*
- Issue landing permission for airlines operating to every airport in Thailand;*
- Resolve problems arising from conflicting requirements between Slot Coordinator and airlines to maintain transparency of coordination process;*
- Regularly arrange slot meetings with AOT and Slot Coordinators and the other relevant parties.*

Our airport Coordination Team was formed in 2006. We comprised of representatives from 3 main parties.



Department of Civil Aviation,
 Airport Authority of Thailand,
 and, flag carrier, Thai Airways
 International Plc.



Suwannee Samrongwatana (AOT),
*Executive Vice President,
 Deputy General Manager of Suvarnabhumi Airport (Administration)*

Principle roles and responsibility:

- Provide airport capacities information in terms of Terminal capacity, Runway Capacity and Parking stands to Slot Coordinators to use as base for slot analysis;*
- Help to monitor in case of airlines misuse slots and advise Slot Coordinators to contact airlines;*
- Act as a consultant on case by case basis in terms of parking stand and runway capacities limitation and help make decision;*
- Determine Airport Level in term of congestion.*



Nongnuj Ratanavichai
Joined Thailand Coordination team in 2007, more than 20 years experience in Flight Operation



Vichit Saralumpa
Joined Thailand Slot Coordination Team in 2007, 20 years experience at Department of Civil Aviation.



Sureerat Ungapipathanachai
Joined Thailand Slot Coordination Team in 2007

Thiti Arayakhun
Joined Thailand Slot Coordination Team in 1992



Juthamat Songprapan,
Joined Thailand Slot Coordination Team in 2005

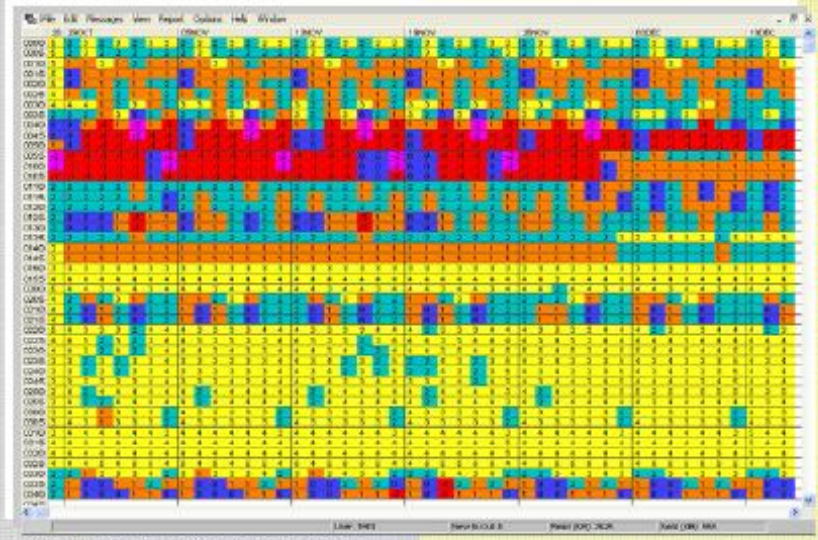


Introduction of slot coordination system

Equipment and Tools

Due to challenging demand of IATA rules and regulations along with creditability and reliability to air carrier in responding with growing traffic in Thailand, our in-house system, ASCO, slot allocation program, MAINFRAME based system with COBOL language has began to obsolete and lack of effectiveness and sufficiency to cope with a large amount of slot allocation.

The committee, therefore, has decided to adopt the world-wide slot allocation system **SCORE** from PROLOG, which is stand-alone PC based, to accommodate the different airport requirements and now serve up to 120 air carriers operating to Thailand each year.

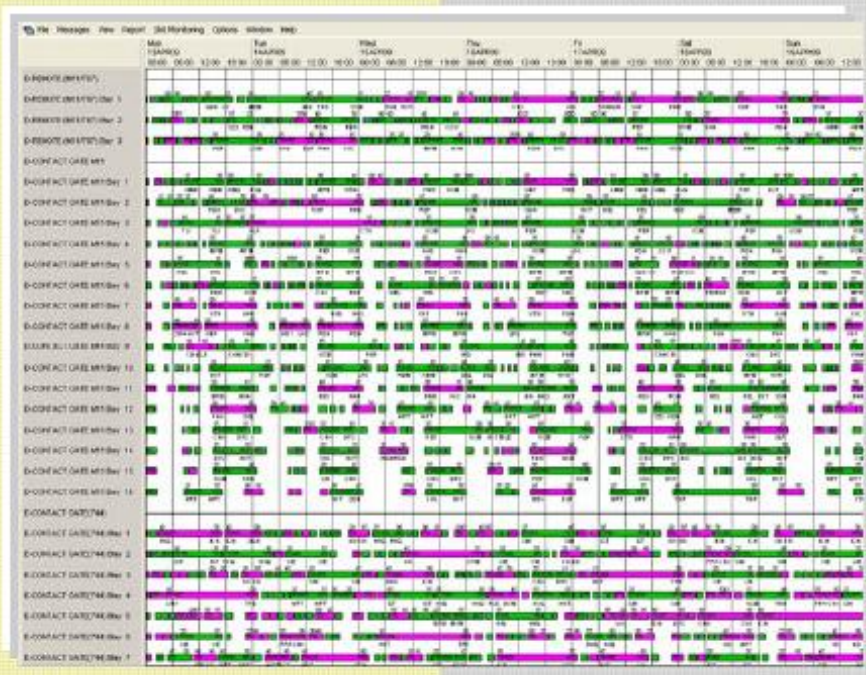


Above: Example of runway movement: Departure sequence during peak hours;

Our slot allocation system has also link data base with 'AIMS', database system of Airport Authority of Thailand, in order to give the most accurate flight data and to facilitate passenger and traffic at Suvarnabhumi airport, which is another new development after SCORE has been introduced.

Below: Example of parking bay pools on 7 days during peak period.

Source: SCORE system
Date/Time in UTC



Furthermore, we are currently moving forward to having **on-line coordination web-based**, which allows airlines to access the website directly: to requesting time slot and to check slot availability on daily-basis. Moreover, **Slot Monitoring** is in development along with the on-line coordination to set as a measure for air carrier to operate as slot request.

From the Chief Editor

Two heavy articles were carried in this 4th edition, while people are enjoying nice and hot summer vacations. But, both articles are very important for us to note. The members of SPWG, WWACG and JSAG are now in transition to new members. It seems there are lots of tasks to be tackled by new members of JSAG. Anyway, I would like to express my sincere appreciations for those members on their remarkable achievements. Especially, I am very thankful for Mrs. Boyce as chairman and Mr. Morrisroe as vice chairman for their comments.

Next, Thailand Slot Coordination office sent us very fine article which made me so surprised with good design and decoration. As matter fact, there was no space for me to add, modify or delete in the article. Honestly, I just simply copy and paste it. I am now thinking that I should ask Thailand from now on to edit the article on behalf of chief editor. The content is also very informative and easy to understand how they are coordinating slots at BKK, HKT and other airports. Especially, the relationship and its role of Department of Civil Aviation, Airport Authority of Thailand, airlines and slot coordination office became very clear.

It is so hot and muggy here in Tokyo now since the rainy season has not ended yet in Japan because of El Niño phenomenon. Peoples are going to mountains and seashores to avoid heat island of Metropolitan Tokyo. During the summer season, the most fascinating and entertaining events are fireworks (花火 : literally translated into fire flowers) in Japan. Fireworks festivals take place at most of the towns and cities. Here are two pictures of fireworks in Yokohama City. Isn't that beautiful? More than 8,000 fireworks are launched at this Yokohama Fireworks Festival. Just finished circulating the Asian Breeze (5), I will take my long summer vacation from now on. You take it easy too during the summer vacation. Finally, the next edition (6) of Asian Breeze is coming from Airport Coordination Taipei (ACT) to be circulated in October. Take care! (H.T.)

