Asian Breeze (12)
(亜細亜の風)

Nice and cool autumn season

The cool and dry autumn season has finally arrived in Tokyo. It has been extraordinary hot this summer in Japan. The temperature of about 35/high and 27/low degrees in centigrade has continued for so many days during this summer. Meteorological Agency made it public that the average temperature of Japan from June to August was the highest in 113 years of its observation. What an infamous record! I am supposing that this must be an effect of global warming. What about the average temperature in your country or region, going up or down?

As announced in the previous issue, Hyderabad International Airport contributed wonderful article to Asian Breeze (12). In addition, I featured the IATA meetings and WWACG meeting which were held in Tokyo at the end of August. Japan Aeronautical Association (JAA) hosted the meetings and provided a half day tour to Tokyo International Airport (Haneda) which will resume the international scheduled services from 2010W. Moreover, I received the encouraging messages from EUACA (European Airport Coordinators Association) welcoming the establishment of APACA. I hope you will find them interesting.

City of Hyderabad in India

Hyderabad is the capital of Andhra Pradesh (AP) and the fifth largest city of India. While AP is known as the most IT savvy state in India, Hyderabad is emerging as a major center for IT exports. Its share in Indian IT exports is about 12%. The city is galloping towards its dream of becoming the Silicon Valley of India. Today, it is home to many international companies and global IT majors including Microsoft, CA, Oracle, IBM, Dell, Infosys, Wipro, TCS, Satyam and others. Apart from IT, Hyderabad is also emerging as a leader in the pharmaceutics, insurance and tourism sectors. In addition, it also houses the state ministries, defense undertakings and research and development organizations.
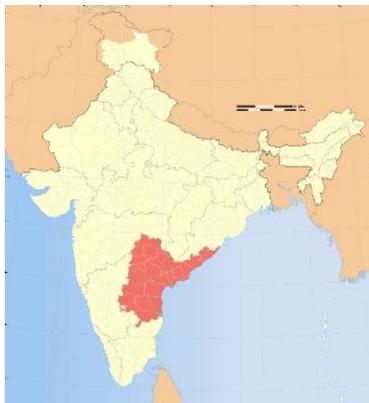
The city has become a constant fixture of the itinerary of global leaders and business delegates, and has played host to distinguished personalities such as George W Bush, Bill Gates, Bill Clinton, and Tony Blair. The city's cosmopolitan way of life that envelops in its wake, the ancient and the

contemporary, upcoming and thriving discothèques, pubs, theme villages, snow park and Go-Karting is sure to leave everyone charmed. Hyderabad has an international airport with direct flights from major international carriers to many destinations around the globe. During the early part of July the average daytime temperature is approximately 35 degrees Centigrade, with frequent monsoon showers.

Recommended Places to visit

Birla Mandir

The temple, built on a hillock called Kala Pahad, one of the Naubat Pahad twins, lords over its equally celebrated surroundings comprising the imposing Secretariat buildings, the azure-blue waters of Hussain Sagar, the serene and halcyon Lumbini Park, the luxurious Public Gardens dominated by the Asafjahi-style Legislative Assembly complex and the Reserve Bank of India. From the highest level of the temple, the spectacle around is breath-taking.

Charminar

Charminar is always on the top of the mind of any tourist visiting Hyderabad. To say that Charminar is a major landmark in the city is to state the obvious, to repeat a cliché. Built by Mohammed Quli Qutub Shah in 1591, shortly after he had shifted his capital from Golkonda to what now is known as Hyderabad, this beautiful colossus in granite, lime, mortar and, some say, pulverised marble, was at one time the heart of the city.

Chow Mohalla Complex

Built in several phases by the Nizams between 1857-1869, this is now one of the heritage buildings. The complex comprises four palaces in Moghal and European styles, of which the main palace is double storeyed with the others being single-storeyed blocks. Located near Charminar - Himmatpura.

Golconda Fort

Golconda is one of the famous forts of India. The name originates from the Telugu words "Golla Konda" meaning "Shepherd's Hill". The origins of the fort can be traced back to the Yadava dynasty of Deogiri and the Kakatiyas of Warangal. Golconda was originally a mud fort, which passed to the Bahmani dynasty and later to the Qutb Shahis, who held it from 1518 to 1687 A.D. The first three Qutb Shahi kings rebuilt Golconda, over a span of 62 years.

These stately domes form an umbrella over the tombs underneath which rest the majestic kings of the Qutub Shahi dynasty in peace. The tombs, which have been silent spectators to the many developments in Hyderabad over four centuries, are open to visitors on all days except Fridays.
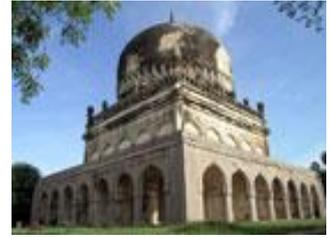
Hi Tech City

One of the modern monuments of trade and technology, it embodies the newfound attitude of Hyderabad and today finds a place of pride. Situated on the outskirts of the city, it is the nucleus of Cyberabad, the IT destination in this part of the world. Cyber Towers is the main building here.

Introduction of GMR Hyderabad International Airport Limited (GHIAL)

GMR Hyderabad International Airport Limited (GHIAL) is a joint venture company promoted by the GMR Group (63%) in partnership with government of India (13%), government of Andhra Pradesh (13%) and Malaysia Airports Holdings Berhad (11%). The Company was incorporated to design, finance, build, operate and maintain a world class greenfield airport at Shamshabad, Hyderabad. The project is based on the Public Private Partnership (PPP) model and is structured on a Build, Own, Operate and Transfer (BOOT) basis.

The Rajiv Gandhi International Airport (RGIA) was inaugurated on March 14, 2008 by Smt. Sonia Gandhi, Chairperson of the UPA and commenced commercial operations with effect from 00:01 hrs on March 23, 2008. The airport which was commissioned in a record time of 31 months, has an initial capacity of 12 million passengers per annum (MPPA) and 100,000 tons of cargo handling capacity per annum. The Project has the flexibility to increase capacity to accommodate over 40 MPPA and shall be developed in a phased manner.

The airport provides world-class facilities and infrastructure, in accordance with ICAO standards and practices to handle large aircraft and international traffic. Its integrated domestic and international terminals are equipped with 12 contact boarding bridges, 30 remote stands, Common User Terminal Equipment (CUTE), self check-in kiosks (Common User Self Service-CUSS) and 46 immigration counters. It also incorporates modern IT systems including Flight Information Display Screens, Baggage Handling System (BHS), and Airport Operational Database (AODB) technology for the first time in India. RGIA is the first Indian airport to have the Airport Operations Control

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Centre which acts as the nerve centre for all coordination within the airport.

Located strategically at the geographical centre of India within a two hour flying time to all the major cities in India, Hyderabad is well positioned and within a five hour radius from all major cities in the Middle East and South East Asia. Thus, it has the potential to not only become one of the main air travel hubs in India, but also an important center for destination-cum-transit location for travel between the East and the West. Currently, there are 11 international and 9 domestic airlines operating from Hyderabad flying to over 35 destinations. Lufthansa Cargo also operates a weekly freighter service from Frankfurt via Mumbai. This flight returns to Frankfurt via Sharjah.

The modular integrated Cargo facility is spread over 14,330sq.mts with a capacity to handle 100000 MT annually. Adjoining that, is an exclusive apron to accommodate Code-F aircraft. The airport provides two Animal Quarantine Stations. The first Quarantine Station is located at the International arrivals and the second, in the Cargo Satellite Building.

GHIAL is developing 'GMR Aerospace Park' an Aviation and Aerospace cluster with focus on aircraft aftermarket services like MROs for airframe, engine and components; aerospace supply chain, manufacturing/ sub-assembly and training. This 250 acre park is located east of the airport and has direct access to the runway. The park is notified as a Special Economic Zone and is ideal for export oriented activities and investments against offset obligations. At present the Aerospace Park houses the CFM International's Regional Engine Training Centre, and is the chosen location for GMR-Malaysia Airlines joint venture which is building a 3rd party airframe MRO facility.

GMR Hyderabad International Airport Limited (GHIAL) and Airports Council International, (ACI World) Geneva, have signed an agreement for the appointment of the GMR Aviation Academy as a Global Training Hub for the Asia Pacific region. The Academy has started offering varied courses.

RGIA has been rated the best in the world by Airports Council International (ACI) in the 5-15 million passengers category for its Airport Service Quality for 2009. It has also been adjudged as the 5th best airport across all categories, both in the

world as well as the Asia Pacific Region. RGIA is the first airport in the world to be awarded the **Leadership Energy and Environment Design (LEED) silver rating for its eco-friendly design.** It has also won the 'Outstanding Concrete Structure of Andhra Pradesh' award from the Indian Concrete Institute.

GMR Varalakshmi Foundation, the CSR wing of the GMR Group has won the **ORBIS award,** and the TERI Award for enhancing the quality of life in the communities living around the RGIA. It was also awarded the **'Airport Environmental Performance of the Year 2009'** by the Centre for Asia Pacific Aviation (CAPA). The Rajiv Gandhi International Airport at Hyderabad is well set to establish the city prominently on the global aviation map, thereby contributing to the prosperity, growth and all round economic development of the region.

Facts & Figures:

GHIAL handled approx. 3.4 million passengers between Jan'10 & Jun'10. Domestic traffic was 2.6 million while international traffic was 0.8 million. In comparison to 2009, total traffic grew by 15% (18% domestic & 7% international). Forecasts for the second half depict total traffic of 3.8 million between Jul'10-Dec'10. The % share of domestic & international traffic will be approximately 75% & 25% respectively.

RGIA master plan has been designed to cater to 40 million passengers a year. To achieve this, the present master plan allows freedom of expansion to both airside and landside facilities within the airport site in a phased manner. Currently 5 different phases has been planned for Expansion of Airport. The Current phase/ Phase -1 of the new airport is capable of handling 12 million passengers a year (MPPA) (peak hour passenger capacity 3,200) and 100,000t of cargo annually. In subsequent Phases the airport will be expanded to 20MPPA & finally to 40MPPA capacity based on the passenger traffic demand. In the process one more terminal and runway would be added in a modular manner.
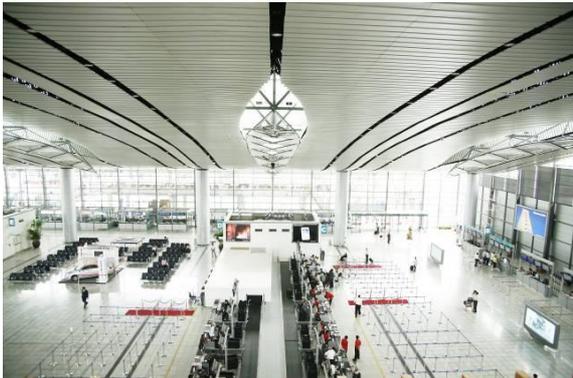
Rajiv Gandhi International Airport has got huge potential to develop in the coming years. The nearby competing airports-Bangalore & Chennai have already saturated in terms of capacity, whereas RGIA has got sufficient capacity to handle the passengers. It is built to handle 12 million passengers & currently handles approx 6.5 million passengers. Moreover, the upcoming developments at the airport will strengthen its growth prospects. Various airline centric developments are coming up at the airport like, GMR Aerospace Park, MRO facility, Aviation Academy, Cargo Logistics hub. As per the traffic study conducted by Madras School of Economics, Hyderabad Airport will handle approx 10 million pax in FY 2015-16 & approx 13 million pax by the end of FY 2019-20.

Some more facts and figures:

- Total Area for Airport project: 5495 acres
- Airport Location: 25 km from main city
- Initial Passenger capacity: 12 MPPA; Ultimate capacity: 40 MPPA

- Initial Cargo Capacity: 100,000 MT / annum; Ultimate over 1.3 million MT
- Exclusive cargo apron for four Code C freighter aircraft
- Facility for Express/Courier cargo.
- One of the longest runways in India – 4260 meters
- India's longest taxiway (4395m) : can be used as emergency runway
- 10 runway entry/exit points (Including 4 Rapid exit taxiways)
- Code-F Facility: A-380 compatible
- Quick turnaround: Full length taxiway and rapid exit taxiways
- Airport Operations Control Centre (AOCC), first of its kind in Indian airports
- Easy Transit from Domestic to International and vice-versa
- Two Animal Quarantine Stations for the benefit of pet owners and pharma industry
- 42 aircraft parking stands including 12 passenger boarding bridges
- International brands like KFC, McDonalds, Coffee Café Day,
- Pizza Hut, Coffee Club, Cookie Man, Grab & Fly, Coffee Bean Tea Leaf, Gelato, IIFA bar etc.
- Novotel Hyderabad Airport – Business Hotel with 305 rooms, just 2 kms away.
- 13 business class lounges maintained by Hong Kong based Plaza Premium
- 28 bed Nap & Shower facility operated by Plaza Premium for passengers as well as visitors

Self Introduction of our staff members:

Schedule Facilitation at Hyderabad International Airport is led by the Chief Operating Officer. The core Schedule Facilitation team comprises of:

Mr. Rajinder Zalpuri (left) - Chief Operating Officer who leads Schedule Facilitation along with various other responsibilities in Airport Operations.

Mr. Vijit Sinha (right) - Manager Slot Coordination who is the one point contact with full responsibility for all topics of Schedule Facilitation.

Schedule Facilitation at RGIA

Schedule Planning Framework:

The core team of Schedule Facilitation was instrumental in planning, organization, and structuring the framework of schedule facilitation for this Greenfield project and initialized the required airline, government, and IATA relationships that contributed in successful airport opening. The period prior to airport opening revolved around defining the schedule facilitation business model, setting up the required business policies and processes (with

respect to Airlines, Government of India, Internal departments of BIAL, and IATA) to interface with internal and external stakeholders, setup of mechanisms to transfer existing schedules from old airport, and selection of a technology tool for efficient coordination.

<div style="border:1px solid #000; background:#f5a623; display:inline-block; padding:2px 8px; border-radius:6px;">Roles & Responsibilities:</div>

The framework of schedule facilitation is now transitioned to an operational state and Hyderabad International Airport has implemented the process of schedule facilitation for the last six scheduling seasons. IATA has designated Hyderabad International Airport as Level 2 airport. Schedule Facilitation at Hyderabad International Airport currently provides services to 09 scheduled domestic airlines and 18 scheduled international airlines in addition to servicing non-scheduled airlines operating at Hyderabad. The airport remains operational for 24-hours. Hyderabad International Airport uses the schedule facilitation mechanism to reduce the imbalance between the demand of airlines and the availability of air space and airport infrastructure facilities at Hyderabad airport.

<div style="border:1px solid #000; background:#f5a623; display:inline-block; padding:2px 8px; border-radius:6px;">HIAL Schedule Facilitation</div>

· Schedule facilitation process as defined by IATA and Government of India (GOI)

· Local requirements defined through Local and General Rules

· Airport capacity (Terminal / Passenger flow, Apron and Runway) focused schedule facilitation mechanism

. Schedules are facilitated based on guidelines published by Schedule Facilitation Team, with a participation in Summer and Winter Schedules conference organized by IATA (For international airlines), and Airports Authority of India (For domestic airlines). This team also facilitates the changes in the operational season both for scheduled domestic and international airlines.

IATA SPWG/22, JSAG/27 and WWACG/C5 meeting in Tokyo
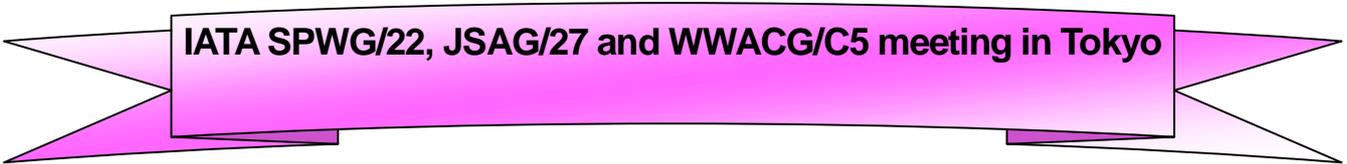
<div style="border:1px solid #000; background:#f5a623; display:inline-block; padding:2px 8px; border-radius:6px;">1.　IATA meetings and WWACG meeting in Tokyo</div>

IATA SPWG/22, JSAG/27 and WWACG/C5 meetings were held in Tokyo with a host of Japan Aeronautic Association (JAA). Each meeting and half day tour to Haneda was conducted according to the following schedule.

	Aug.31 (Tue.)		Sep.1 (Wed.)		Sep.2 (Thur.)	
	AM	PM	AM	PM	AM	PM
SPWG/22	SPWG/22			HND Tour		
JSAG/27					JSAG/27	
WWACG/C5			C5			

<div style="border:1px solid #000; background:#f5a623; display:inline-block; padding:2px 8px; border-radius:6px;">2.　SPWG/22 meeting</div>

The Schedule Policy Working Group is currently composed of 12 airlines (5 carriers from Europe, 4 carriers from North America, and 3 carriers from Asia-Pacific and Asia). Their current focus is on development/ implementation

of the Single European Sky, WSG rewrite, addressing specific airport issues around the globe and improving efficiency at the Schedules Conference. SPWG continues to assess the effectiveness of preconference activity

and the impact it has on the overall coordination timeline and efficiency of the Schedules Conference and will closely monitor the deployment of the new WSG Section 6.4.1 effective January 1, 2011. SPWG, via IATA, appreciates and encourages feedback from all participants in the process including airlines, coordinators/ schedules facilitators and airports. Items of interest or concern should be sent to sked@iata.org and will be brought forward to SPWG and/or JSAG through their standing agenda item of feedback.

SPWG members

3. WWACG/C5 meeting

The Core Group of WWACG (Worldwide Airport Coordinators Group) is composed of 7 coordinators (4 from Europe, 2 from Asia and 1 from North America). Some of the topics to be highlighted are Implementation of WWACG strategy (Funding and Web Site), Determination of Historics and WSG rewrite.

It was agreed that the current development of WWACG web site should be expedited and the web site should be demonstrated at SC127 in Melbourne so that members will gain better understanding of many possibilities and the importance of the web site as a means of communication and information. The development of the web site has been made possible by generous financial support from IATA. As the maintenance of the web site will require in future some funding, the issue of a fee for WWACG members will have to be discussed again in the next meeting.

As the new text in WSG para 6.4.1 still has multiple interpretations, it was agreed that the planned workshop at SC127 will be postponed to next year. It was reported that IATA is now rewriting the current WSG differentiating the policy, principle and procedure parts. The draft for the restyled WSG will be probably ready in late of this year.

4. JSAG/27 meeting

The JSAG (Joint Scheduling Advisory Group) is composed of 7 airlines and 7 coordinators. Some of the topics to be highlighted are scheduling process (continuous improvements), amendments to the WSG/SSIM and dates and places of upcoming SC.

JSAG members

IATA reported the survey results for shortening the SC from current 3.5 days to 3 days. 68% agreed, 25% disagreed, 6% agreed for winter only and 1% were impartial out of 151 HoDs (111 airlines and 40 coordinators) responded. JSAG thought it appropriate to shorten the SC to 3 days starting from 2011 given more than 2/3 majority agreeing.

IATA reported the progress of the WSG rewrite in order to make it more user-friendly. Initial draft will

be available in late 4th quarter of 2010 for JSAG discussion. New target was agreed that revised WSG should be available for consideration at HoD meeting at SC128 in June 2011.

IATA advised that SC128 will be in Gothenburg, Sweden next June and SC129 will be in Singapore next November. The more detail can be found in the minutes of JSAG/27 at IATA Skedlink.

5. Half day tour to Tokyo International Airport (Haneda)

The half day tour to Tokyo International Airport (Haneda) was organized in the afternoon of September 1 to observe the readiness to resume the international scheduled flights again in 32 years. Having been used as a domestic hub airport since the inauguration of Narita Airport, Haneda Airport had nothing to do with IATA. However, Haneda Airport was designated this time as level 3 airport by IATA in March to resume the international operations.

Members visited the new international terminal building still under preparation to observe the facilities first. Then, members visited Haneda Airport Office (JCAB) to observe the IFR room and Radar Approach Control room.

New International Terminal

New D runway (reclaimed area)

EUACA welcomes APACA

During the last Scheduling Conference in Berlin, a preparatory meeting of the Asia/Pacific Coordinators and Facilitators was held. The participants decided to establish a more formal organization under the name "Asia/Pacific Airport Coordinators Association" with the acronym APACA. On behalf of all the members of the EUACA (20 coordinators and facilitators covering more than 100 airports in 22 European countries), I wish to congratulate the coordinators and facilitators united in APACA with their new organization. I am sure

that strong regional organizations strengthen the bonds within WWACG and in doing so, the WWACG itself as a worldwide organization. Most of the rules under which we all operate are to be found in the WSG of IATA with worldwide coverage. That we in Europe have these rules embedded in a more legal form, i.e. EU Regulation 95/93, does not diminish the global value of the allocation instrument.

By its very nature modern international aviation is a worldwide economic activity and the aviation industry is better served with rules that are aligned all over the world. In the EU, we have done away with internal economic borders, making the whole area a liberalized internal aviation market. But a lot more has to be done. The Single European Sky (SES) project aims at removing the borders in the sky in the coming years as well. The ultimate objective is one common airspace allowing gate-to-gate connections by operators through preferred trajectories. Ultimately the SES will result in more capacity, safer and more sustainable operations against fewer costs. Operators from all over the world will profit for their connections to and from Europe from this ambitious project.

It is against this background of ongoing developments, taking place in other parts of the world as well, with the aim to facilitate the aviation industry better and easier and with a smaller ecological footprint that close cooperation amongst coordinators and facilitators in my view is useful and necessary. A united and close coordination community, starting with strong regional organizations, can be a powerful player and facilitator in these ongoing developments.

APACA, after having taken the first step, is now in the process of finalizing its articles of association and will then be able to present itself and convene its first meeting. It is maybe more than a happy coincidence that this first meeting can take place in the Asian/Pacific area, namely during the next SC in Melbourne.

EUACA is ready to work together with APACA of course within the WWACG but also on a bilateral basis. My wish is that the example now set by APACA may be followed soon by coordinators communities in other parts of the world.
Congratulations APACA!!

Michiel van der Zee
Chairman EUACA and WWACG
(http://www.euaca.org/)

1ˢᵗ Meeting of APACA
(Asia/Pacific Airport Coordinators Association)

The very first meeting of APACA will take place on 13 November (Saturday) at IATA SC127 to be held in Melbourne, Australia. At this first meeting, the articles of APACA will be adopted and signed, the chair and

vice-chair will be elected and the various topics will be discussed with the initiative of newly elected chairman. Not only head coordinators and facilitators but also any members of your organization will be welcome to this meeting.

(1) Time and Date:

15:30 – 16:30, 13 November (Saturday), 2010

(2) Place:

Room 110 (1st floor), Melbourne Convention and Exhibition Center (MCEC)

(3) Agenda:

Please refer to Attachment 1.

From the Chief Editor

I really appreciate the very long and informative article from GHIAL. I learnt a lot from this article that Hyderabad is famous for IT and it is called Silicon Valley of India. In addition to IT, there seem many nice tourist spots to visit. It is no wonder that there needs a world-class new airport in this region. The passenger terminal building is fascinating in size, interior and the state of the art technology adopted. I hope this new airport will attract not only many IT engineers but also tourists from all over the world in the future.

I reported the outline of IATA SPWG/22 and JSAG/27 meetings and WWACG/C5 meeting which were held in Tokyo. I would like to continue to report the IATA meetings and WWACG meeting from time to time so that people can understand the issues and the direction toward solving the issues in terms of slot coordination.

I also appreciate the encouraging comments from EUACA for the establishment of APACA. As soon as the APACA is formally established, members of APACA would like to contribute to the work of WWACG as a regional group in Asia/Pacific regions.

The word of autumn reminds Japanese of many things, such as autumn for arts, autumn for reading, autumn for sports and autumn for appetite. This means that as the autumn is the best season in the year and therefore it is good for doing anything. I will strive to eat the good autumn harvest among those activities since I have nothing to recommend myself.
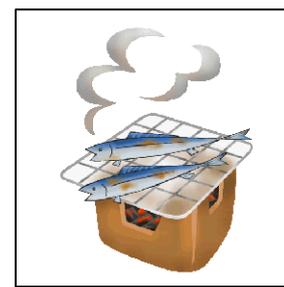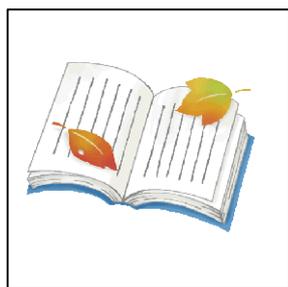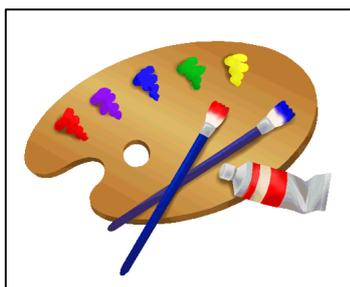
Finally, I look forward to seeing you all at the coming SC127 in Melbourne, Australia in November and expecting as many attendants as possible to 1st APACA meeting. (H.T)