

# Asian Breeze (16)

(亜細亜の風)

Happy summer season to you

10 June, 2011

You must be very relieved and enjoying summer season now because SAL (Slot Initial Allocation List message) was distributed by 9 June. On the other hand, I suppose you are now busy preparing for the upcoming SC128 to be held from 23rd to 25th June in Gothenburg, Sweden.

In this edition, we have received a wonderful contribution from Mr. Pedro Cavem of Macau International Airport (MIA). You will be surprised with the runway configuration which is sticking to the sea with the terminal building and apron in the island. I hope you will enjoy reading this article.

In addition, I featured IATA special describing the role and responsibilities of the IATA, WWACG and associated SPWG and JSAG since the appointment of the SPWG members and the election of WWACG members who represent their respective communities on JSAG will take place in this year. Before coming to SC128, you should go through this article to understand how the consultation between IATA and slot coordinators/schedule facilitators is being conducted.



## Macau

Macau is, along with Hong Kong, one of the two special administrative regions of the People's Republic of China. It lies on the western side of the Pearl River Delta, bordering Guangdong province to the north and facing the South China Sea to the east and south.

Macau was a Portuguese colony and both the first and last European colony in China. Portuguese traders first settled in Macau in the 16th century and subsequently administered the region until the handover on 20 December 1999. The Sino-Portuguese Joint Declaration and the Basic Law of Macau stipulate that Macau operates with a high degree of autonomy until at least 2049, fifty years after the transfer.

Under the policy of "one country, two systems", the PRC's Central People's Government is responsible for the territory's

defense and foreign affairs, while Macau maintains its own legal system, police force, monetary system, customs policy, and immigration policy. Macau participates in many international organizations and events that do not require members to possess national sovereignty.



## Tourism in Macau

Macau is famous for the blend of Portuguese and Chinese cultures and its gambling industry, which includes Casino Lisboa, Star world, Sands Macao, The Venetian Macao, MGM Macao and Wynn Macau.

In a World Tourism Organization (WTO) report of international tourism for 2006, Macau ranked 21st in the number of tourists and 24th in terms of tourism receipts. From 9.1 million visitors in 2000, arrivals to Macau has grown to 18.7 million visitors in 2005 and 22 million visitors in 2006, with over 50% of the arrivals coming from mainland China and another 30% from Hong Kong. Macau is expected to receive between 24 and 25 million visitors in 2007.



Starting in 1962, the gambling industry had been operated under a government-issued monopoly license by Stanley Ho's Sociedade de Turismo e Diversões de Macau (STDM). The monopoly ended in 2002, and several casino owners from Las Vegas attempted to enter the market. With the opening of the Sands Macao in 2004 and Wynn Macau in 2006, gambling revenues from Macau's casinos were greatly prosperous. In 2007, Venetian Macau, at the time the second (now fifth)

largest building in the world by floor space, opened its doors to the public, followed by MGM Grand Macau. Numerous other hotel casinos, including Galaxy Cotai Megaresort is also to be opened in the middle of May 2011.

Tourism and gambling have been the primary drivers of Macau's economy. In 2002, the Macau government ended the monopoly system and six casino operating concessions and sub-concessions are granted to STDM, Wynn Resorts, Las Vegas Sands, Galaxy Entertainment Group, the partnership of MGM Mirage and Pansy Ho, and the partnership of Melco and PBL. Today, there are 16 casinos operated by the STDM, and they are still crucial in the casino industry in Macau, but in 2004, the opening of the Sands Macau ushered in the new era.



## Macau International Airport (MFM)

Macau International Airport (traditional Chinese: 澳門國際機場) (IATA: MFM, ICAO: VMMC) situated at the eastern end of Taipa island and neighboring waters, is the only airport in Macau, which opened for commercial operations in November 1995. Since then the airport has been a common transfer point for people traveling between mainland China and Taiwan, as well as a passenger hub for destinations in mainland China and Southeast Asia. During 2006, the airport handled 5 million passengers and 220,000 tones of cargo.

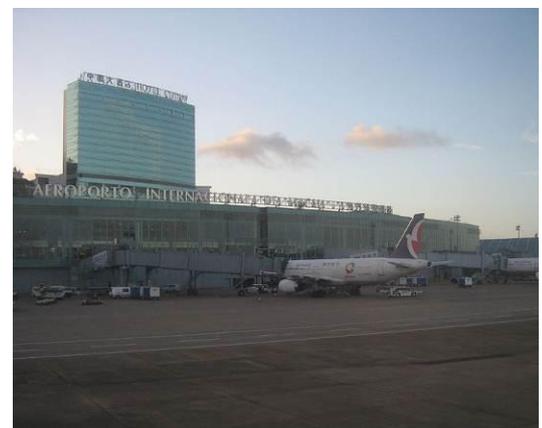
As in Hong Kong, Macau has its own immigration policies and is a separate customs territory from mainland China. All travelers including those to mainland China, Hong Kong and Taiwan need to go through the immigration and customs inspections of international flights.



The airport's runway was built on a strip of reclaimed land in the sea, adjacent to Taipa Island, where the main terminal and air traffic control facilities are located. The runway is connected to the apron by two taxiways. The runway length is 3,360m and its orientation is 16/34. Runway 34 is ILS CAT II equipped.

The airport's designed capacity is 6 million passengers per year, with processing capacity of up to 2,000 passengers per hour. The airport does not have a night curfew. There are 24 parking spaces for aircraft in the apron, with 4 loading bridges.

Despite its small physical size, the airport is capable of handling Boeing 747s and Antonov 124s, which form a vital freight link between local manufacturers and overseas markets. Its catering facility can produce up to 10,000 meals per day.



## Introduction of our staff members

We, at Airport Operations Services in Macau, are structured in a hierarchy that makes the Airport Operations “Machine” work in harmony with the flow of everyday movements. We have our head of department, followed by our chief of service; under him we’ve got the Airport Supervisors and finally the Airport Operations Officers that are responsible for the management and logistics of the Airport infrastructures.

Together we work as one and for many years I can say that we’ve been having pretty good results, always reaching and, a lot of times, surpassing our goals and expectations. We take team work very seriously in order to be able to perform at high quality levels everyday all the time; also this kind of mentality makes our work easier and less subjected to mistakes on our day to day “routine” work; of course we also learn a lot about each other and that is essential to any high performance service, especially in an Airport environment.

**OPERATIONS SERVICE**

**Head of Operations Division**



Leo Mok

**Head of Operations Service**

**Administrative Officer**



Irena Pun



Pedro Cavani

**Operations Safety Coordinator**



Kenneth Wong

**Airport Supervisors**








**Operations Service Officers**





















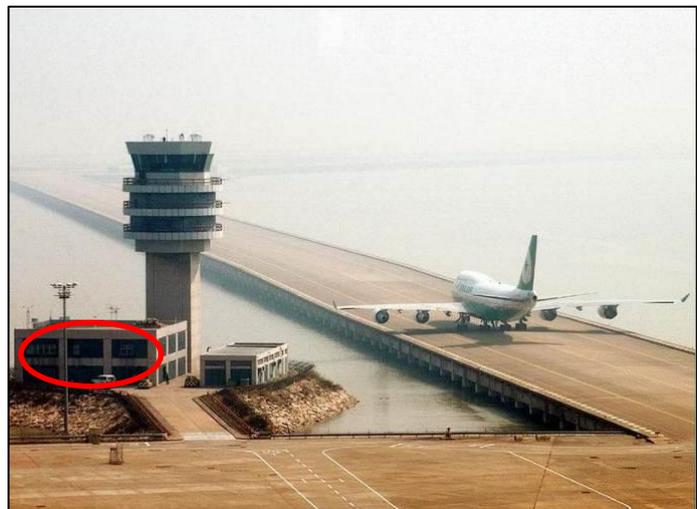

## Introduction of our computer system

Unlike most of the international airports, we at MIA Airport Operations Services created our own Flight Management system; that’s right; we did create our own IT System. One of our Airport Operations Officer, at that time (1996/7), thought of an IT system that could control all the Infrastructures in our Airport, from parking bays to

arrival conveyor belt systems. He created it and perfection it several times to meet all our demands, and of course to meet the increase of movement and the size of the Airport. Basically what our system does is the same as, for instance, the UFIS Siemens system does in Airports like Lisbon, Athens or Bangalore. Our System is called CASA and has charts and information pages that help us manage the infrastructures in a safer, faster and more reliable way, preventing time waste and human error. From our system information is disseminated to the information monitors of the Airport as well as the internet and the entities working in our Airport, all the time on the exact same minute that we up to date our system. We are also responsible for the slot authorizations.

### Location Map of our office

Well, to talk about our office, I can say that we are divided into two main offices; the first one is in the Main Airport Passenger Terminal and the second one is what we call AOCC (airport operations coordination center) which is located in the ATC tower building with the view of our Apron/Ramp. Here is an image of our AOCC location as for you to have a better and clearer idea.



## IATA Special

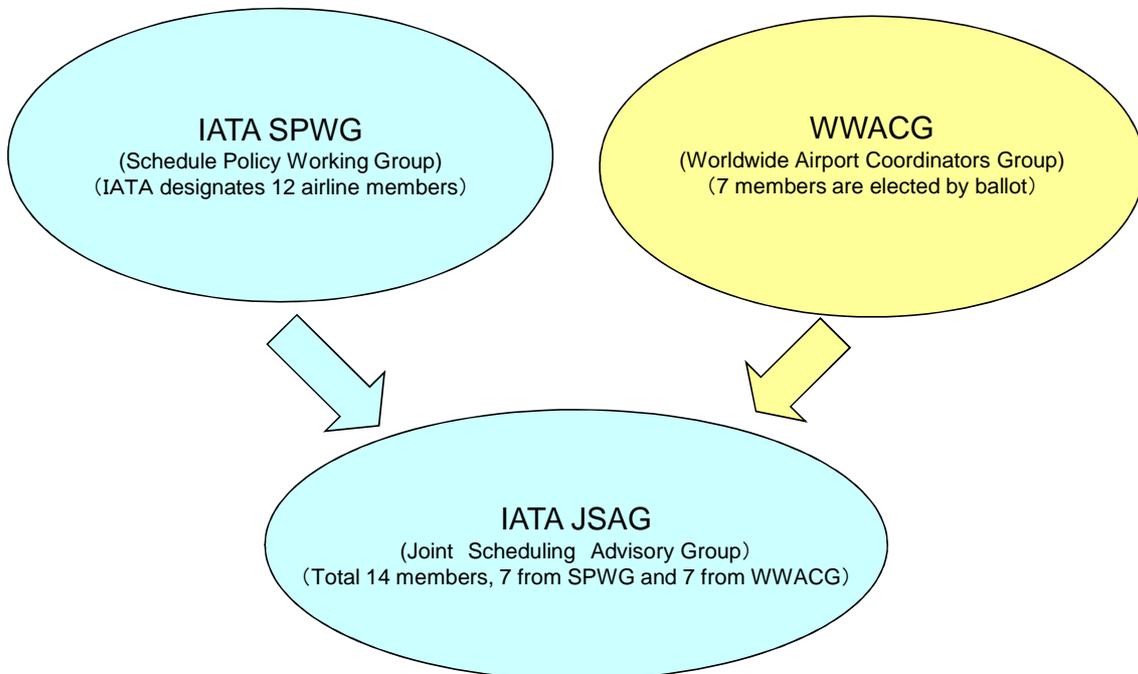
IATA is a global trade organization created some 60 years ago by a group of airlines. Today, IATA represents some 230 airlines comprising 93% of scheduled international air traffic worldwide. The head office of IATA is located in Montreal, Canada and the executive office is located in Geneva, Switzerland. IATA's aim is to help airlines by simplifying processes and increasing passenger convenience while reducing costs and improving efficiency. Moreover, safety is IATA's number one priority, and IATA's goal is to continually improve safety standards, notably through IATA's Operational Safety Audit (IOSA). Another main concern is to minimize the impact of air transport on environment.

IATA ensures that people and goods can move around the global airline network as easily as if they were on a single airline in a single country. In addition, it provides essential professional support to all industry stakeholders with a wide range of products and expert services, such as publications, training and consulting. IATA's financial systems also help carriers and the travel industry maximize revenues.



## Relationship between IATA and Coordinators/Facilitators

There are three groups responsible for the slot coordination and schedules facilitation process worldwide. Two groups (SPWG and JSAG) were established by IATA, and one group (WWACG) was established by the slot coordinators and schedules facilitators themselves. The relationship between those three groups is shown below.



## Schedule Policy Working Group (SPWG)

SPWG was established by IATA in September 2005 to address scheduling matters such as the development of amendments to the Worldwide Scheduling Guidelines (WSG), structure and efficiency of the Schedules Conference (SC) and its related activities, and provide guidance to IATA and other industry groups on industry scheduling and/or slot matters. For 2011, some of SPWG's key goals are developing action plans to address challenging slot coordinated airports and establish solid relationships between SPWG and other industry organizations.

Only IATA Member airlines are eligible for participation in SPWG. Among those nominated by IATA member airlines, twelve are selected by the IATA Director-General. Terms of appointment are two years. Seven of the twelve SPWG members are appointed by IATA and act as members of JASG.



The current twelve members of SPWG are as follows. Khalid Al-Ajmi (KU), Ian Bamber (NH), Michele Boyce (UA) (Chairman), David Branch(FX), Bert Imminga (KL) (Vice Chairman), Shigeyuki Kamei (JL), Ansgar Kruse (HF), Wolfgang Queissner (LH), Steve Ronald (BA), Jennifer Sayre (NW), Francois Southarewsky (AF), Jim Watt (AA)

## Worldwide Airport Coordinators Group (WWACG)

WWACG is an informal organization established in June 2004 to represent the interests and collective views and serve the common interests of slot coordinators and schedules facilitators worldwide. Membership includes slot coordinators and schedules facilitators from 47 countries. Elections take place every two years to elect seven 'Core Group' members to undertake the work of the organization and to represent slot coordinators and schedules facilitators on JSAG for a period of two years. Only slot coordinators responsible for at least one Level

3 airport can be elected to the Core Group. Only one slot coordinator from each country can be elected (some countries have more than one coordinator).



The current seven core members of WWACG are as follows. James Cole (UK), Eric Herbane (France) (Vice Chairman), Ernst Krolke (Australia)(Interim Chairman), Erich Rindlisbacher (Swiss), Munro Smith (Canada), Hiroki Takeda (Japan) and One Vacancy (Used to be Netherlands)

In 2009 the WWACG defined a new strategy to make it more robust organization which covers membership, funding, communication, website and training/mentoring. The most remarkable achievement was the completion of development of WWACG website thanks to a large donation from IATA. This site ([www.wwacg.org](http://www.wwacg.org)) is now up and running to cover all the coordinators and facilitators worldwide and carrying a lot of information concerning slot coordination and schedule facilitations over 300 airports.

## Joint Scheduling Advisory Group (JSAG)

JSAG is an IATA forum established in 2003 comprised of seven airline members and seven coordinators. The coordinator members of JSAG are elected by the coordinator/schedules facilitator community from WWACG. The seven IATA airline members are appointed by the IATA Director-General from amongst the twelve members of SPWG. JSAG is an IATA forum where the members may meet to discuss issues of common interest, work together to formulate industry guidelines related to airline scheduling, slot allocation and advice on principles for administering the IATA Schedules Conference.

JSAG constantly reviews the process of coordination to identify the problems and seek solutions and process improvements which meet the different needs of airlines and the coordinators. For 2011, some of JSAG's key goals are the reformatting of current WSG, simplifying the Schedule Coordination process, increasing efficiency of the Schedules Conference, and improving airline and coordinator compliance with the WSG. JSAG always welcomes recommendations and proposals from the Schedules Conference Heads of Delegation and encourages them to take an active part in shaping and managing the Schedules Coordination process.



The current members of JSAG are as follows. Ian Bamber (NH), Michele Boyce (UA) (Chairman), Bert Imminga (KL), Wolfgang Queissner (LH), Steve Ronald (BA), Francois Southarewsky (AF), Jim Watt (AA) for SPWG, James Cole (UK), Eric Herbane (France), Ernst Krolke (Australia), Erich Rindlisbacher (Swiss), Munro Smith (Canada), Hiroki Takeda (Japan), One Vacancy (Used to be Netherlands) for WWACG.

## WWACG/15 meeting

The fifteenth Worldwide Airport Coordinators Group (WWACG) meeting will be held from 13:30 to 15:30 on Wednesday 22 June at SC128 in Gothenburg, Sweden. The meeting room for WWACG/15 is Room G3 on 1<sup>st</sup> Floor of the Swedish Exhibition & Congress Center. This WWACG/15 meeting is very important because there will be an election of Core Group Members (7 countries) and the chairman and vice chairman of WWACG. Much attendance as possible from Asia/Pacific regions is desired for this meeting.

## APACA/2 meeting

The second Asia/Pacific Airport Coordinators Association (APACA) meeting will be held from 18:00 to 19:00 on Thursday 23 June. The meeting room for APACA/2 is Room G3 on 1st floor of the Swedish Exhibition & Congress Center. The agenda of APACA/2 meeting is shown below.

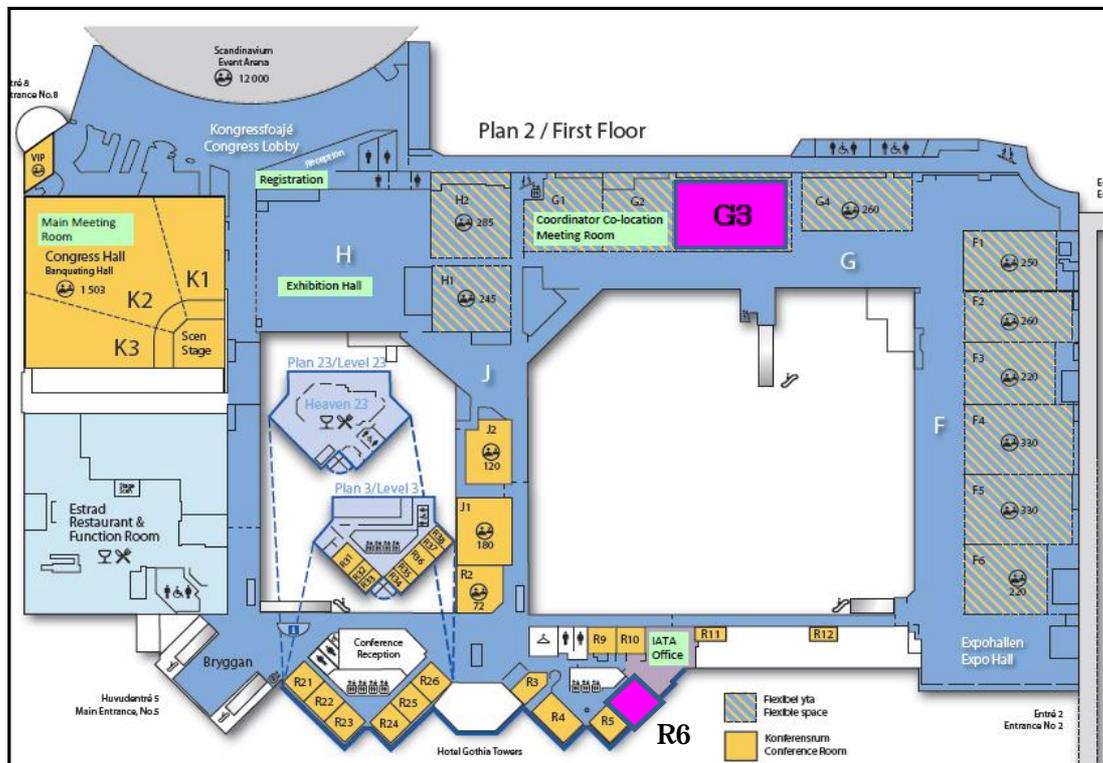
1. Approval of Minutes of 1st meeting held on 13 November 2010 in Melbourne, Australia
2. Report of the election of WWACG core group members and chair
3. Registration of ID & PW to WWACG Web Site
4. APACA Web Site (APACA data base)
5. Reformatting of Worldwide Scheduling Guidelines (WSG) to Worldwide Slot Guidelines (WSG)
6. Any Other Business
  - (1) Temporary Suspension of Use it or Lose it (U/L) regulation at NRT and HND airports
  - (2) Proposal to survey the slot monitoring at different airports in Asia/Pacific regions

# Asian Tea Gathering

The Asian Tea Gathering will be held during the lunch time of 12:00 to 13:00 on Saturday 25 June. The gathering will take place at the workroom of Japan Schedule Coordination (JSC), R6 on 1st floor of the Swedish Exhibition & Congress Center.

The coffee/tea & pastry and Swedish cookies will be served. Please come and join the Asian Tea Gathering to enjoy chatting over a cup of tea or coffee with some sweets. This gathering is purely informal, no agenda and no speech but to enjoy chatting. We would appreciate it if you would bring some unique sweets if possible.

The location map is shown below. We are expecting much attendance at both occasions.



## From the Chief Editor

I would like to express my special thanks to Mr. Pedro Cavem for contributing nice article to Asian Breeze. The article is very interesting and informative. Now you understand the unique configuration of airport. The introduction of all the staff at MIA operations service was very fascinating. Macau is so close to Hong Kong which is connected by high speed ferry by one hour that the reader should visit both Macau and Hong Kong at the same time.

The IATA special was, I hope, informative and helpful to understand that this coming SC128 is very special and

important for both SPWG and WWACG. Please come and join the WWACG/15 meeting, APACA/2 meeting and Asian Tea Gathering to exchange information and have fun. I am looking forward to seeing you all in Gothenburg, Sweden.

Tokyo has entered into the rainy season and it will continue to the beginning of July. During the rainy season, the beautiful flowers will bloom called a hydrangea (紫陽花). As the color of this flower changes depending on the PH of soil, you can enjoy variety of colors which will let you forget the rainy season for a short period of time.

(H.T)

