

# Asian Breeze (26)

(亜細亜の風)

Happy New Year to you

22 February, 2013

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 10 February 2013. Each year is symbolized with animals in the Chinese calendar. This is the year of the snake (蛇) which is the sixth animal in the 12-year cycle of the Chinese zodiac.

The Year of the Snake is associated with the earthly branch symbol (巳) and symbolizes such character traits as intelligence, gracefulness and materialism.

It is believed that people born under the Snake zodiac (in 2001, 1989, 1977, 1965, 1953, and 1941) share certain characteristics: They are reputed to be thoughtful and wise and to approach problems rationally and logically, seldom instinctively. Such people are complex beings, they are clever and people of few words from



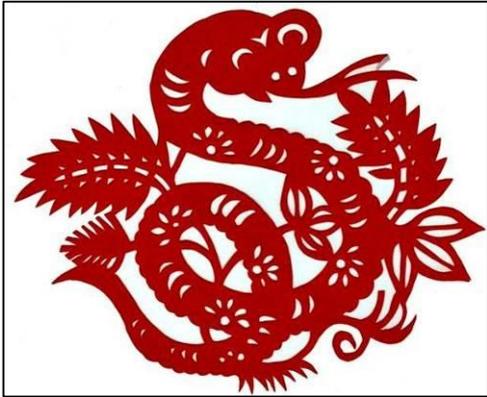
their birth. Their business is always going well, but they are very often stingy. They are sometimes egoistic and conceited. However they can be very active in their friends' life. They are often too active, not believing other people and relying only on themselves. Snakes are also very insightful and naturally intuitive. If anyone has a sixth sense, it's those born in the Snake year. This is partly what makes them so mysterious.

For those who were born under the Snake zodiac, is your character correctly expressed by the above statement? In this issue, we got words from the chairman of WWACG, Mr. Erich Rindlisbacher, and the introduction of his organization, Slot Coordination Switzerland (SCS). I hope you will enjoy reading it.

## WWACG congratulates APACA

"Asia/Pacific Airport Coordinators Association" (APACA) was established in November 2010 on the occasion of the 127 Slot Conference in Melbourne, Australia. Since the given term of office is two years, there was a reelection of the Chairman and Vice Chairmen of APACA. As a result, Mr. Ernst Krolke (ACA) was reelected as Chairman and Mr. Jitendra Singh (DIAL) and Mr. Hiroki Takeda (JSC) were reelected as Vice Chairmen. On behalf of all the members of the WWACG, I wish to congratulate the reelected and praise APACA's successful activities in the last two years.

APACA has been quite actively working to exchange information and share experiences between members, support and assist members, decide on common positions and actions, represent the interests and views of members, improve standards and establish best practices in slot coordination and schedules facilitation. One of the achievements for these last two years was the proposal to modify 5.5 of WSG (Role of Coordinator) to clearly define the difference between the calculation of 80/20 and the evaluation of operational performance.



In Europe, Regulation 95/93 on common rules for the allocation of slots at Community airports was adopted on 18th January 1993 by the Council of the European Communities. A Regulation, once adopted, becomes immediately enforceable as law in all member states simultaneously. Coordinators in the EU realized that under Regulation 95/93 they now had common interests and shared objectives. As a result, EUACA (European Airport Coordinators Association) was formed in 1994 as a loosely organized group of likeminded coordinators. Since then, it has been gradually expanding until all European coordinators and schedules facilitators (20 members covering 22 countries) joined. Since 2007, EUACA is an official registered association in Belgium with the head office address in Brussels.

The EUACA's main function originally was to create a platform for its members to exchange experiences and information and to try, when confronted with a problem, to come up with joint answers. The instrument of so-called recommended practices was introduced. As the text in Regulation 95/93 at some points was written in a generic way, EUACA drafted and agreed interpretative texts that were sent to the European Commission and which are available on [www.euaca.org](http://www.euaca.org).

I am sure that strong regional organizations strengthen the bonds within WWACG and in doing so the WWACG itself would become a truly worldwide organization. WWACG is still a rather young group, having had its first meeting in 2004. It presently has about 35 members. Although the group is growing, it would be an added value if more coordinators and schedule facilitators would join the WWACG, especially from outside Europe. Coordinators and schedule facilitators play a vital role in the air transport activities by assuring that airline schedules meet the capacity requirements at the busiest airports worldwide. Therefore a large and well known WWACG helps us as service providers to have information, knowledge and experience exchange around the world. The group has its own website ([www.wwacg.org](http://www.wwacg.org)) with valuable information for the whole aviation industry concerning slots as well as the Terms of References and all the contacts of the WWACG members. I invite you to have a look at the website!

At our WWACG meetings during the IATA Slot Conference there is the possibility of face to face information exchange as well as first-hand information of IATA working groups and regional information. Furthermore, we want to have regular special topics to be presented by regional representatives, like we had of the monitoring methods in the APACA and EUACA area at our meetings in Barcelona and Toronto. The meetings are not only

information sessions but should also be a platform for consultancy for members and for the Core Group. For further development and to maintain the WWACG website we ask our members each year for a modest contribution, presently Euro 50.

WWACG has a well-established cooperation with IATA. The WWACG Core Group (comprising of the Australian-, Japanese-, Canadian-, British-, French-, Austrian- and Swiss coordinators) is represented in the Joint Slot Advisory Group (JSAG). The Worldwide Slot Guidelines (WSG) is one of the major topics JSAG is working on. The WWACG Core Group has sent a letter of inquiry to ICAO for an ad hoc observer status at airport slot relevant ICAO conferences. If a WWACG delegation would have the chance to attend the 6th Worldwide Air Transport Conference (AT Conf/6), we would be able to give you up to date news about developments on airport slots worldwide. We think that a closer contact with the Airport Council International (ACI) would be fruitful as well. Since we are doing our Core Group activities as a part-time task, we will take this up as one of our next steps.

At the next WWACG meeting, to be held on 19th June in the afternoon in Copenhagen, we will have the election of the Core Group for the next two years. I would like to encourage all of you to attend this meeting. An email will be sent to all present WWACG members in April to give more details on possible nominations.

WWACG is looking forward to working together with APACA in the future. My wish is that the example set by APACA shall be followed soon by coordinator communities in other parts of the world. Congratulations APACA!!

**Erich Rindlisbacher, Chairman of WWACG**



## Slot Coordination Switzerland (SCS)

Lead by the Swiss Federal Office of Civil Aviation, Slot Coordination Switzerland (SCS) was established on December 4, 2003 as an independent non-profit company (legally constituted as an association under Swiss federal law) and went into operation on April 1, 2004. The management and all personnel are directly employed by SCS. We are entrusted by a federal decree with seasonal planning, allocation and monitoring of aircraft take-off and landing times ("airport slot") in accordance with the European Council Regulation, "IATA Worldwide Slot Guidelines" and local rules. SCS cares for a high quality standard and a transparent coordination service for all airlines and currently provides these services for Geneva (GVA) and Zurich (ZRH) airport, including the provision of airline schedule data for airports and handling agents. SCS is a member of the board of EUACA, a member of the IATA Joint Slot Advisory Group (JSAG) and of WWACG.

### Members and Financial Scheme

Members of the company are two airport companies and four Swiss airlines: These are Genève Aéroport (GVA) and Zürich Flughafen AG (ZRH) for the airports and Belair Airlines, EasyJet Switzerland, Edelweiss Air and Swiss

International Air Lines for the airlines. SCS is financed by the Airports of GVA & ZRH (49%), airlines holding a Swiss AOC operating to/from GVA & ZRH (49%) and Swiss Federal Office of Civil Aviation (2%). Funding is constituted under Swiss federal act (effective October 1, 2005) and is based on the amount of slots held per company at the start date of the 80/20 % calculation (January 31 and August 31).

## Airports in Switzerland

Switzerland, officially the Swiss Confederation, is a federal republic consisting of 26 cantons. The country is situated in Europe where it is bordered by Germany to the north, France to the west, Italy to the south, and Austria and Liechtenstein to the east. The capital of Switzerland is Bern.



There are seven airports in Switzerland where scheduled passenger service on commercial airlines is provided. Among those airports there are two level 3 airports; these are Geneva International Airport (GVA) and Zurich International Airport (ZRH).

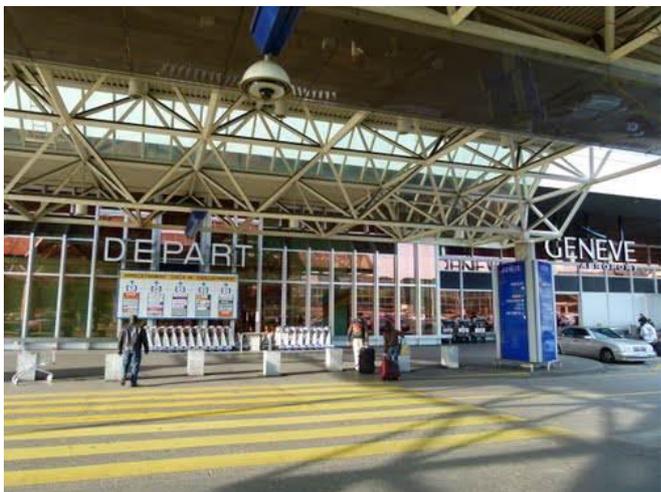
## Geneva International Airport (GVA)

Geneva International Airport (IATA: GVA, ICAO: LSGG), formerly known as Cointrin Airport and officially as Genève Aéroport, is an airport serving Geneva, Switzerland and the surrounding area. It is located 4 km northwest of the city center and has direct connections to motorways, bus lines (Geneva Public Transport) and railways (SBB-CFF-FFS). Its northern limit runs along the Swiss–French border and the airport can be accessed from both countries. The airport is entirely on Swiss territory, located within the communes of Meyrin and Grand-Saconnex.



The airport has a single concrete runway, which is the longest in Switzerland with a length of 3,900m (05/23) and a smaller, parallel, grass runway of 823m (05L/23R) for light aircraft. It is a major hub for EasyJet Switzerland and Swiss International Air Lines. Geneva International Airport has extensive convention facilities and hosts an IATA office and the world headquarters of Airports Council International (ACI). In 2012, the airport served 13.9 million passengers and 193,000 aircraft movements.

Geneva airport has three passenger terminals, T1, T2 and C3. T1, also known as Main terminal (M) is divided into 5 piers, A, B, C, D and F. Pier A only has Schengen gates. Passengers boarding flights at those gates are not subject to passport control. Gates at pier B and C are used for flights leaving the Schengen area. Pier C is mostly used for wide-body aircraft. Pier D is modular and has been designed to be highly flexible to cope with varying traffic: it can be

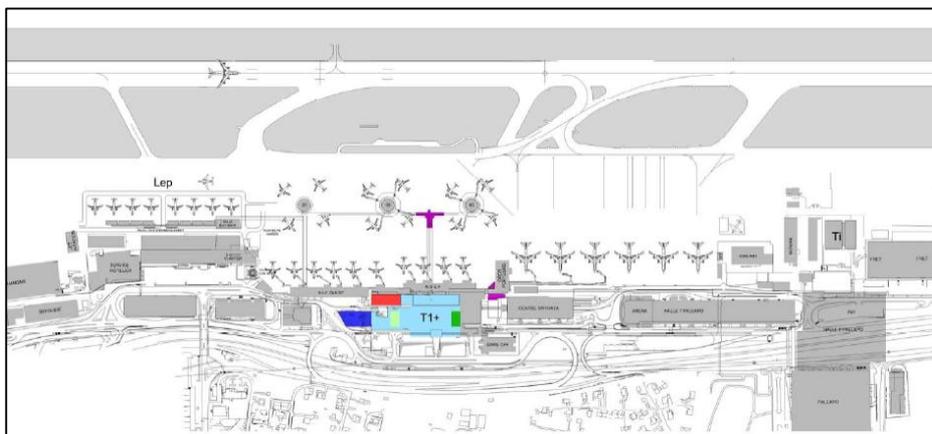


used as a Schengen or non-Schengen area, depending on needs.

A new building project named 'Aile Est' starting in 2014 (the preparatory works were already initiated), will modernize and extend Pier C following a complete reconstruction. It will primary be a qualitative improvement: the parking stands will be contact positions with jet bridges. The new pier will be able to accommodate up to six wide-body aircraft, including an Airbus A380 capable gate. A new gate for narrow-body

aircraft will be created where the current pier C is located. Some of the new gates will be able to accommodate either one wide-body or two narrow-body aircraft. The new building, which will be ready in a few years, will be about 530 meters long and 15 meters wide. It will replace the temporary terminal which was built during the 70's on a temporary basis. Recently new airlines such as Emirates, Etihad and Qatar Airways have started to use the facility along with United and Swiss International Airlines. The additional traffic volume makes this new building even more urgently needed.

Pier F, also known as the French Sector, is exclusively used for passengers arriving from, or departing to French destinations. It has two gates with jet bridges and four bus gates. The French Sector exists through an agreement between France and the Swiss Confederation dating back to 1956. This sector enables travel between the neighboring French region of the Pays de Gex and the airport, avoiding Swiss territory and customs. Passengers on flights to or from France do not have to clear Swiss customs and immigration control if they remain in the French sector of the airport. The freight operations are also accessible from both countries, making Geneva an European Union freight airport although Switzerland is not a member of the EU.



T2 is used during the winter charter season. This was the first terminal at Geneva Airport.

It was built in 1946 and remained in use until the 1960s when the Main terminal opened. It is solely used to check-in passengers which are then sent to the main terminal with a low floor bus.

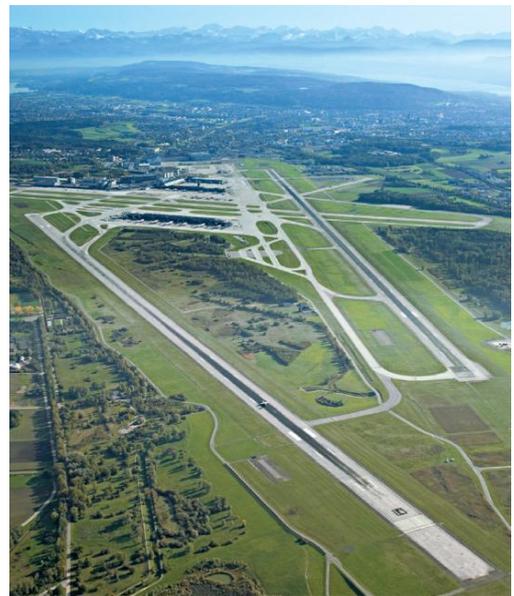


Terminal C3 is only used for general aviation. It has all facilities: check-in, customs, security control... and is only a few meters away from the business jets. Geneva is Europe's second busiest airport for general aviation after Paris-Le Bourget, which handles this type of aviation only.

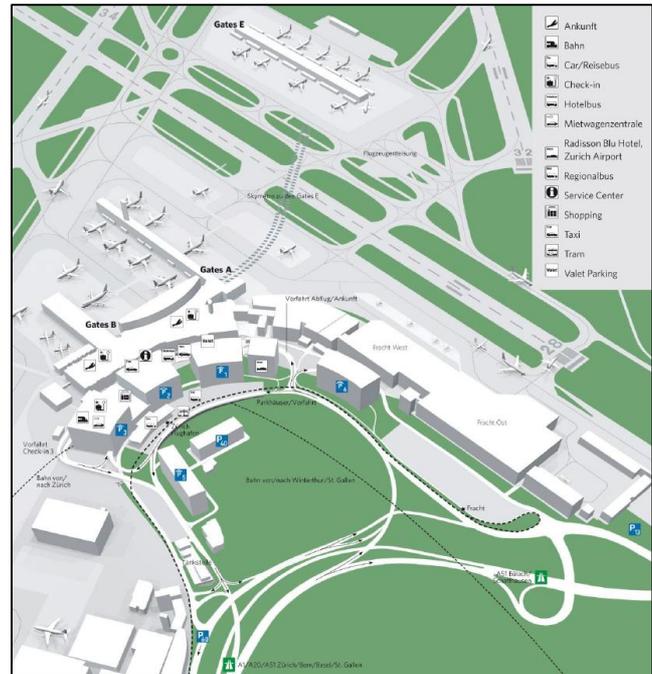
### Zurich International Airport (ZRH)

Zurich Airport (IATA: ZRH, ICAO: LSZH), also known as Kloten Airport, is Switzerland's largest international airport, and the principal hub of Swiss International Air Lines. The airport is owned by Flughafen Zürich AG, a company quoted on the SIX Swiss Exchange. Major shareholders include the canton of Zurich, with 33.33%, and the city of Zurich, with 5% of the shares. No other shareholder has a holding exceeding 5%.

The airport is located 13 km north of Zurich city center, in the municipalities of Kloten, Rümlang, Oberglatt, Winkel and Opfikon, all of which are within the canton of Zurich. There are three runways which are 2,500m (10/28), 3,300m (14/32) and 3,700m (16/34) long. In 2012, the airport served 24.8 million passengers and 270,000 aircraft movements. The airport is one of the most important public traffic junctions in Switzerland with direct connections to motorways, bus lines and railways (SBB-CFF-FFS) for national and international traffic.



The noise of aircraft became an issue and a noise charge was instituted already in the 1980-ies. A strict night-time curfew is in place. An absolute ban on flights is in place between 11:30 p.m. and 06:00 a.m.; the time between 11:00 p.m. and 11:30 p.m. may only be used to reduce backlogs of delayed flights. An unilateral ordinance issued by Germany, the local operation rules, and the prevailing weather conditions determine which runway is used. There are ongoing negotiations about a bilateral agreement between Switzerland and Germany to determine arrival routes and time windows to overfly the South German territory to replace the unilateral ordinance.



In 2003, Zurich Airport completed a major expansion project in which it built a new parking building, a new midfield terminal, and an automated underground train to move passengers between the existing terminal complex and the new terminal.



In November 2008, the airport company announced a complete renovation and rebuilding of the old fingerdock 'B' structure. The airport company is planning a large construction called "The Circle". Starting in 2017, this new complex will offer around 200,000 square meters of international business facilities with offices, conference facilities and 2 additional hotels.

## Our computer system for the Coordination

SCS uses SCORE (Slot Coordination and Reporting System) as its EDP coordination system which is developed by Prolog Development Center (PDC) in Copenhagen, Denmark. SCORE is portable and therefore easy to use during IATA Slot Conference and uses modular client-server architecture and the latest database technology to reflect very complex airport coordination constraints. SCORE is being used today by 25 coordinators at 140 airports throughout the world. SCS chairs the SCORE User Group.

The Internet-based Online Coordination System (OCS) provides registered aviation customers with a 24 hour

service to request slots or make changes to their existing slot portfolio by editing records of their schedules directly in the coordinators database.

## Introduction of our members

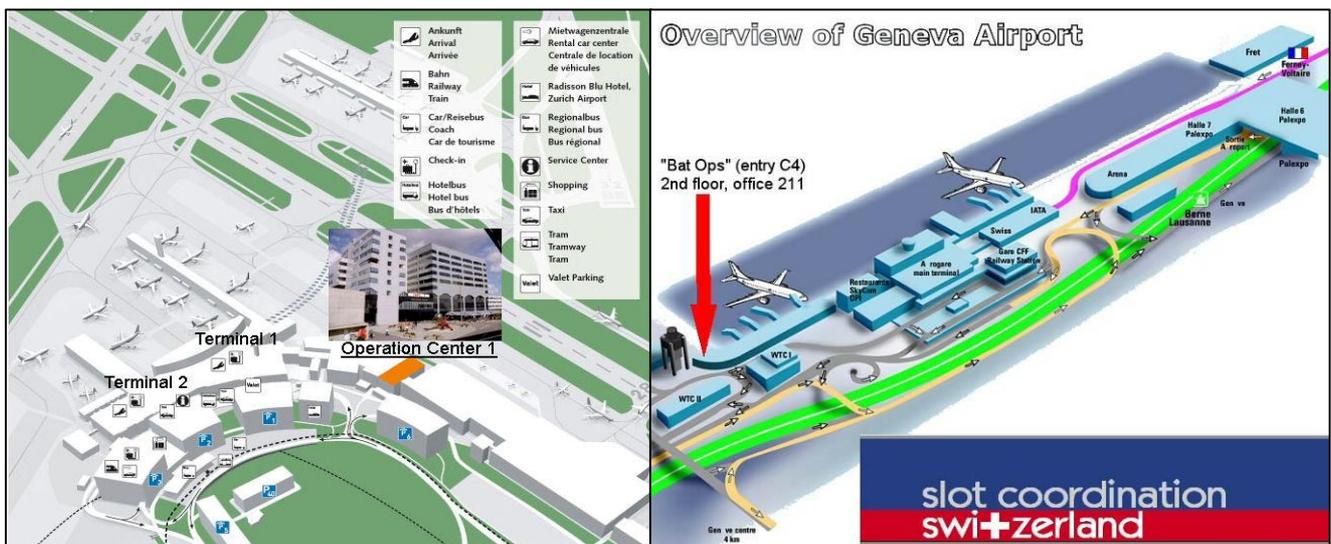


Roland	Gonzalo	Karin	Esther	Erich
Hunziker	Gonzalez	Bienz	Alt	Rindlisbacher
Manager ITC & Reporting	Slot Monitoring	Coordinator Geneva	Assistant & Back Office	Managing Director

## Location Map of our office

Our head office is located at Zurich airport

with a branch office at Geneva airport.



## From the Chief Editor

I would like to express my sincere appreciation to the chairman of WWACG, Mr. Erich Rindlisbacher, for giving us encouraging words to APACA and his new year's resolution of future WWACG goal. I also thank him for the introduction of Slot Coordination Switzerland (SCS), Geneva International Airport (GVA) and Zurich International Airport (ZRH). I learnt a lot from this article, especially the financial scheme was very interesting to me. I noticed a well balanced financial scheme from A/L (49%), airports (49%) and the government (2%) is implemented to secure the independence from single party. I wish I could introduce a similar financial scheme in Japan. I also noticed that since Switzerland is surrounded by France and Germany both GVA and ZRH airports need subtle arrangements with neighboring countries.

The Chinese New Year, or "Spring Festival," is also celebrated in Japan. I will show you some of pictures being taken in Yokohama China Town. One is the decoration of a Chinese Temple and the other is a dragon dance at the festival.



In February, the Snow Festival is another big event in Hokkaido. The 64th Sapporo Snow Festival was held from 5 to 11 February 2013. Here are some pictures of ice sculptures and snow architectures. I hope you can enjoy this severe winter, until the end of March. (H.T.)

