

Asian Breeze (27)

(亞細亞の風)

Happy Spring to you

3 April, 2013

Dear Coordinators and Facilitators in the Asia/Pacific region. Long waited Spring has finally come to Tokyo. Sakura (Cherry) trees which are the symbol of Spring were in full bloom on 24 March (Sunday) in Tokyo. Full bloom in Tokyo was ten days earlier than usual because of global warming??

April is the beginning of everything like school, business and the government in Japan. Entrance ceremony of elementary school, junior high school, high school, universities and colleges will be conducted in April. So will be the entrance ceremony of companies and governments.

Sakura trees goes well with those entrance ceremonies as if they are celebrating the new start of schools, companies and governments.



As a new start of fiscal year of 2013, I received a wonderful contribution from Mr. Wolfgang Gallistl, Managing Director of Scheduling Coordination Austria (SCA) featuring his organization and the airports they deal with. I hope you will find it interesting and informative.

Schedule Coordination Austria (SCA)

Schedule Coordination Austria (SCA) was founded in December 2002 as a private limited company according to the Austrian Company Law with the aim to coordinate and facilitate the schedules of commercial airlines, operating scheduled and charter flights to and from airports in Austria. SCA started operation in February 2003 after moving into the new office premises at Vienna Airport and setting up the IT environment based on a specific software application for coordination of airline schedules.

In February 2003 SCA was nominated by the Austrian Federal Minister for Transport, Innovation and Technology (Decree 131/2003 of 11th February 2003) as schedule coordinator for all Austrian Airports, based on the

Regulation 95/93 of the European Union. This Decree also regulates the coordination status of the airports in Austria and was amended in 2008 by Decree 155/2008.

SCA is obliged to act neutral, transparent and non - discriminatory, and applies the common rules and standardized procedures of IATA. SCA acts as coordinator for Vienna Airport, which is fully coordinated according the EU-regulation 95/93 and as facilitator for the facilitated Airports Graz (GRZ), Innsbruck (INN), Linz (LNZ), Klagenfurt (KLU) and Salzburg (SZG). Innsbruck (INN) is fully coordinated on day 6 and 7 during winter season.

Members and Financial Scheme

SCA - Schedule Coordination Austria GesmbH is structured as a private limited company (Ltd.) and is designated by the “Federal Ministry of Austria for Transport, Innovation & Technology” as schedule coordinator and facilitator according to EU Regulation 95/93 and Article 142 of the Austrian Aviation Act.

The shareholders of SCA are 3 airlines and 6 airports. They are Air Alps Aviation, Austrian Airlines, Fly NIKI, Graz Airport, Innsbruck Airport, Klagenfurt Airport, Linz Airport, Salzburg Airport and Vienna Airport.

SCA is funded by operators and airports. Airlines are covering 62% of the total budget, airports 38%. Airports are charged by SCA with agreed flat rates. Airlines and GA&BA operators are charged with a “Schedule Coordination Service Fee” (SCF), approved by the “Federal Ministry of Austria for Transport, Innovation & Technology” according to the actual operated movements. The collection of the SCF is done by the airport operators on behalf of SCA.

Airports in Austria

Austria, officially the Republic of Austria, is a landlocked country of roughly 8.47 million people in Central Europe. It is bordered by the Czech Republic and Germany to the north, Hungary and Slovakia to the east, Slovenia and Italy to the south, and Switzerland and Liechtenstein to the west.



The territory of Austria covers 83,855 square km and has a temperate and alpine climate. Austria's terrain is highly mountainous due to the presence of the Alps; only 32% of the country is below 500 m, and its highest point is 3,798 m.

There are 6 airports in Austria which are served by commercial scheduled flights. Vienna International Airport (VIE) and Innsbruck International Airport (INN) are registered as level 3 airport. The rest of Graz (GRZ), Klagenfurt (KLU), Linz (LNZ) and Salzburg (SZG) are registered as level 2 airport.

Vienna International Airport (VIE)

Vienna International Airport (IATA: VIE, ICAO: LOWW), located in Schwechat and 18km southeast of central Vienna, is the busiest and biggest airport in Austria. It is often referred to as Schwechat, the name of the

municipality it is in. The airport is capable of handling wide-body aircraft such as the Boeing 747 and Airbus A340, although not currently the Airbus A380.

There are two runways at this airport, one is 3,500m (11/29) and the other is 3,600m (16/34).

The airport is the hub of Austrian Airlines and its subsidiaries, as well as Niki. During 2012, the airport handled a total of 22 million passengers, representing a respective 5.0% increase compared to 2011, and 245,000 aircraft movements.

Vienna International Airport has one terminal separated into four check-in areas, and five concourses. Between 2004 and 2012, a new terminal building called Austrian Star Alliance Terminal (former Skylink) was built, where Check-in

3 and the new central arrivals hall are now located. This new building opened on 5 June 2012. All terminal facilities are operated by the Flughafen Wien AG. In addition the airport has a unique VIP-Terminal.



Check-In Areas

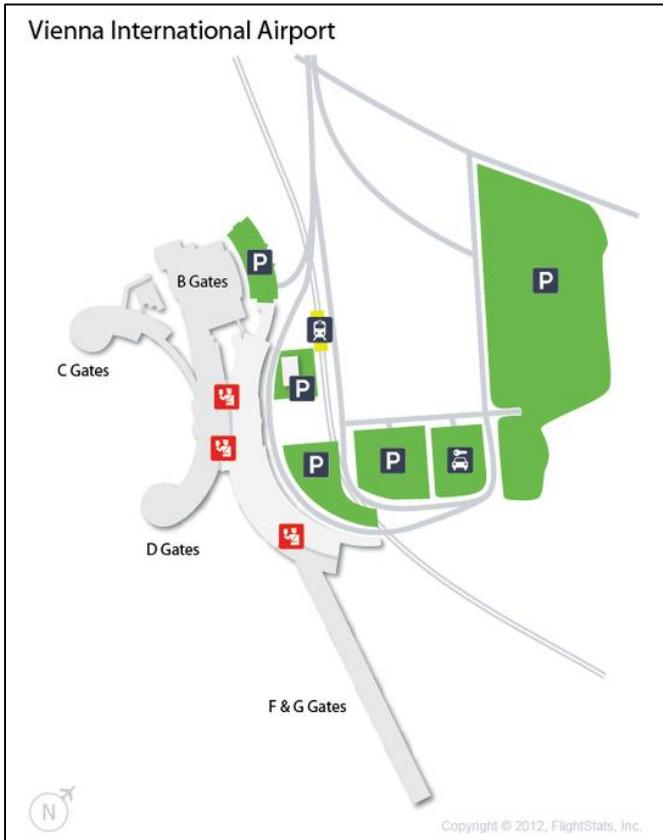
Check-in 1 (formerly known as Terminal 1) has been undergoing refurbishment until January 2013 and is now mainly used by Air Berlin and Niki as well as several other Oneworld and SkyTeam airlines. Check-in 1A (formerly known as Terminal 1A) is a temporary building, built to offer more space for low-cost carriers. Check-in 2 (formerly known as Terminal 2), a building from the 1960s, has been used by numerous foreign

airlines and was closed down for either renovation or rebuilding in January 2013. Check-in 3 is used by the Austrian Airlines Group, Emirates, Qatar and most Star Alliance members.

Area B: Gates B31–B42 (only buses) only serves Schengen flights.

Area C ("pier west"): Gates C31–C42 (only jetbridges), C35–C41 transfer gates, C71–C75 (only buses) several gates are used for Schengen flights but also for international flights. The bus gates C71-C75 serve only Schengen flights.





Area D ("pier east"): Gates D21–D29 (only jetbridges), D31–D37 (only buses), D61–D70 (only buses) serves international flights. The passport control is located at entrance of pier east.

Area F ("pier south"): Gates F01-F37 (jetbridges as well as busgates) only serves Schengen flights and is situated on level 1. These gates are used by Austrian Airlines for all Schengen flights and most of Star Alliance members.

Area G ("pier south"): Gates G01-G37 (jetbridges as well as busgates) only serves international flights. It is situated on level 3 and uses the same jetbridges and busgates like area F. These gates are used by Austrian Airlines for all international flights and other Star Alliance members



Innsbruck International Airport (INN)

Innsbruck Kranebitten Airport (IATA: INN, ICAO: LOWI) is the largest airport in Tyrol in western Austria. It is located approximately 2.5 miles from the center of Innsbruck. It handles regional flights around the Alps, as well as seasonal international flights to other destinations. During the winter, activity increases significantly, due to the high number of skiers travelling to the region. It is the main base of Welcome Air and Tyrolean Airways.

Innsbruck Airport is well known for having a difficult approach due to surrounding terrain, prohibiting certain aircraft types from operating at the airport. The approach and descent is a very complicated process - the Alps create vicious winds and currents, which the pilot has to deal with throughout the process. Because there are mountains all around, the plane usually circles the airport, enters a pattern, to decrease both speed and altitude.





There is one runway of 2,000m (08/26). The terminal is a "shotgun" style, typically using air stairs to deboard/board passengers - no jetways are present. The airport can handle aircraft up to Boeing 767. There are several de-icing trucks, which de-ice the airframe typically right before engines start, or before obtaining clearance to take off.



Graz Airport (GRZ)

Graz Airport (IATA: GRZ, ICAO: LOWG), also known as Thalerhof, serves Graz, Austria. It is located in the municipalities of Feldkirchen and Kalsdorf, 9.3km south of Graz city center.

There are three runways; the main runway is 3,000m (17C/35C) which is the Asphalt, others are grass runway of 640m (17L/35R) and 760m (17R/35L).



In early 21st century, the number of passengers exceeded the 750,000-mark and in 2004 is just below 900,000. This led to the final extension of the current terminal building in 2003 and the construction of a second terminal in 2005. Total passenger traffic numbers for the year 2012 were 930,617.

Klagenfurt Airport (KLU)

Klagenfurt Airport (IATA: KLU, ICAO: LOWK) or Alpe-Adria-Airport is a small international airport in the state of Carinthia, Austria. It is located in the borough of Annabichl, only 2.8km north northeast from the city center of Klagenfurt.

There are two runways; the main runway is 2,720m (10L/28R) and the grass runway of 710m (10R/28L).



Linz Airport (LNZ)



Linz Airport (IATA: LNZ, ICAO: LOWL), also known as Blue Danube Airport, is an airport near Linz, Austria.

There is one runway of 3,000m (09/27). Linz Airport is relatively small with 11 gates. There is a shop and café in the entrance hall, together with the check-in and airline desks. Beyond the security checks there is a duty free shop and a small café accessible from both the domestic and international gate areas.

There is a single-story covered car park.

Salzburg Airport (SZG)

Salzburg Airport or Salzburg Airport W. A. Mozart (IATA: SZG, ICAO: LOWS) is the second largest airport in Austria. The airport, named after Salzburg-born composer, Wolfgang Amadeus Mozart, is located 3.1km west-southwest from the center of Salzburg and 2km from the Austrian-German border. It serves as a gateway to Austria's numerous and vast ski areas, including the Ski Amadé region, the largest network of linked ski resorts in Europe. The airport is jointly owned by the City of Salzburg (25%) and the State of Salzburg (75%).



The runway is 2,750m (16/34). The airport provides these passenger services: left-luggage office and luggage lockers, play area for children together with baby changing facilities, an exchange and post offices, a small health center.

A new terminal for winter ski charter operations (Terminal 2) which only operates on Saturdays has been opened. The new terminal 2 however has very limited passenger facilities both landside and airside and is rather sparse, compared to the original more vibrant terminal 1 offering better facilities. There is a small shop located in the airside of terminal 2. A new 100% hold baggage screening facility and the installation of a brand new baggage sorting system is under development and the airport is now concentrating on landside developments, including the extension of the existing car park structure, which has been doubled in size to accommodate 1,900 cars.



Our computer system for coordination

SCA is using Prolog's "SCORE" system including "Online Coordination System (OCS)".

Introduction of our members

There are 7 people in our office. They are one managing director, one assistant, one head coordinator, two coordinators and two IT systems & statistics.

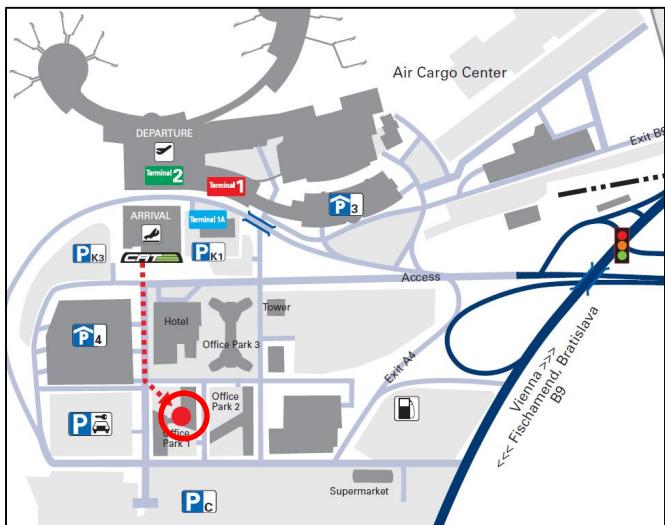


Wolfgang GALLISTL	Susanne VORDERLEITNER	Andreas SAGER	Barbara HÖRMADINGER

Managing Director	Assistant	Head Coordinator	Coordinator
			
Petra VOLLMOST Coordinator	Harald STEINMETZ IT Systems & Statistics	Jürgen WOLF IT Systems & Statistics	Mascot character ???

Location Map of our office

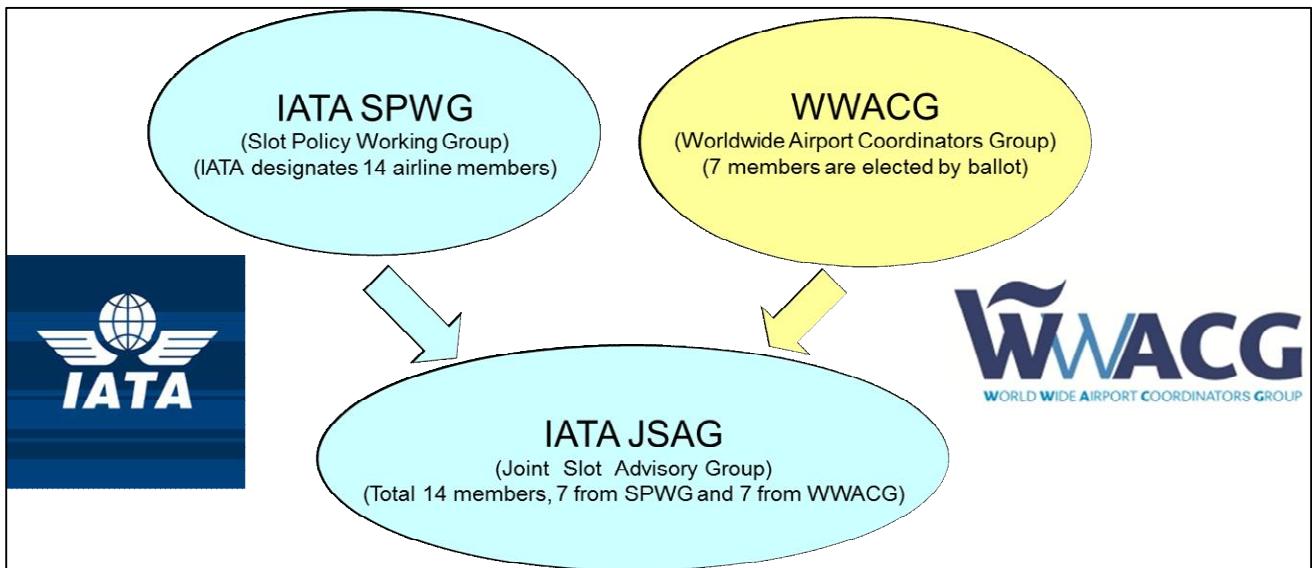
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WWACG Election

The nineteenth Worldwide Airport Coordinators Group (WWACG) meeting will be held from 13:30 to 15:00 on Wednesday 19th June at SC132 in Copenhagen. The WWACG/19 meeting is very important because there will be an election of Core Group Members (7 countries) and the chairman and vice chairmen of WWACG. Not only for that, it is very important for IATA too.

There are three groups responsible for the slot allocation and schedules facilitation process worldwide. Two groups (Slot Policy Working Group (SPWG) and Joint Slot Advisory Group (JSAG)) were established by IATA, and one group (WWACG) was established by the airport coordinators and schedules facilitators. The relationship between those three groups is shown below.



As shown seven members elected would serve not only as core group member of WWACG, but also as members of 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 fourteen 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 airport coordination and advice on principles for administering the IATA Slot Conference.

It is highly appreciated if you would come to WWACG/19 meeting, especially many people from Asia/Pacific region.

From the Chief Editor

I would like to extend my cordial appreciation to Mr. Wolfgang Gallistl for his wonderful article about his organization and airports. I did not know that Austria is located in such a high terrain and airports are surrounded by high mountains for my ignorance. Now I understand that pilots are having difficulties in approaching those airports and airports are fighting with snow.

Sakura flowers have already started scattering in Tokyo. Sakura blooming front is now moving northwards to Tohoku and Hokkaido. I should drive to north in the weekend to chase Sakura blooming front to appreciate flowers as long as possible. (H.T.)

