

# Asian Breeze (31)

## Christmas Special Edition

Merry Christmas to you all

20 December, 2013

Dear Coordinators and Facilitators in Asia/Pacific region. I hope everyone is enjoying happy holiday seasons. As Siberian cold front is extending to south, it is really getting cold in Tokyo in recent days and we may have snow in Christmas time next week.

Christmas comes with Santa Clause. We have received a fantastic present from the land where the Santa Clause is living in reality. That is 'Finland'. Rovaniemi, Finland is known as the Hometown of Santa Claus. The picture above is Santa Clause Village in Rovaniemi.



The wonderful contribution came from Airport Coordination Finland (HELSLOT) featuring their organization and Helsinki Airport (HEL). I hope you will enjoy reading them.

Airport Coordination Finland (HELSLOT)

Members

Members of the Airport Coordination Finland ry are Finavia Oyj, Finnair Oyj, Flybe Finland Oy and Blue1 Oy.

Member can be:

1. The operator of Helsinki-Vantaa Airport.
2. An airline in possession of a Finnish Air Operator's Certificate and Operating License operating scheduled or programmed charter services to/from Helsinki-Vantaa airport.
3. An airline in possession of a foreign Air Operator's Certificate and Operating License operating

domestic scheduled or programmed charter services to/from Helsinki- Vantaa airport.

### Board of association

Chairman of the board is Mr. Petteri Nissilä from Finavia. Members are Ms. Katriina Ahlroth from Finnair, Mr. Janne Hattula from Blue1 and Martin Saxton from Flybe.

### Funding Scheme

The costs accrued from daily activities will be borne by the members as follows: Finavia 45% and the airlines together 55% so that the maximum cost share of any single member must be below 49% and minimum 3%. The costs of airlines are based on the number of passenger carried by the member airline previous year.

### Helsinki Airport (HEL)

Helsinki Airport or Helsinki-Vantaa Airport (IATA: HEL, ICAO: EFHK) is the main international airport of the Helsinki metropolitan region and the whole of Finland. It is located in Vantaa, Finland, about 5.0km west of Tikkurila, the center of Vantaa, and 17.0km north of Helsinki city center. Originally built for the 1952 Summer Olympics in Helsinki, the airport served 14,866,000 passengers in 2011 and it is the fourth largest airport in the Nordic countries. It provides jobs for 20,000 people and there are 1,500 companies who operate at this airport. Helsinki Airport is the leading and the busiest cargo airport in the Nordic countries.



The airport is operated by Finavia, the state-owned enterprise that operates Finland's airports. Helsinki Airport was chosen as the best airport in the world in the IATA 1999 survey on the topic. In 2006 the global airport customer satisfaction survey AETRA ranked Helsinki Airport one of the best airports worldwide and according to Association of European Airlines 2005 delay rates, Helsinki Airport was the most punctual airport in Europe.



The airport is the international and domestic hub for Finnair, the Finnish flag carrier. It is also the hub for Blue1, the Finnish regional division of SAS. Low cost carrier Norwegian Air Shuttle and Flybe Finland are based at Helsinki Airport as well.

### Airport Infrastructure

There are three runways, two open parallel runways and on cross wind runway: the runway (04R/22L) is 3,400m, the runway (04L/22R) is 3,060m and the runway (15/33) is 2,901m. The airport's three runways provide a platform for future growth while the airport can accommodate extra-wide aircraft such as the Airbus A340 and Airbus A350, the former already in service and the latter being scheduled to enter service at Helsinki Airport with Finnair in the coming decade. The use of three runways allows for efficient clearing away of snow and ice during the winter months to keep the airport open.

**Terminal Building**

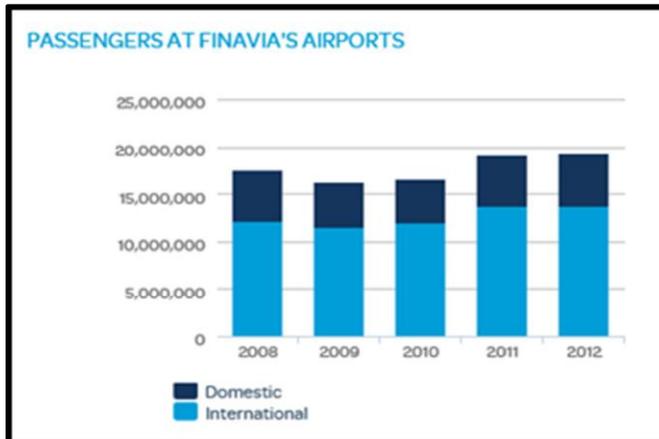


The airport is nominally divided into 2 terminals, located 250m apart and linked by an internal pedestrian connection both airside and landside. In practice, however, the airside parts of the terminal buildings are not divided into terminal 1 (the former domestic terminal) and terminal 2 (the former international terminal) but to Schengen and non-Schengen areas. The non-Schengen area of terminal 2 has been enlarged in 2009, enabling the airport to receive eight wide-body aircraft at the same time. Simultaneously, the passenger capacity of the airport has been raised to some 16 million passengers per year.

In 2013 Finavia announced plans to expand the airport to serve up to 20 million passengers by 2020. The construction is set to begin in 2014 by adding capacity to check-in and transit areas at Terminal 2. The expansion project is estimated to cost 900 million Euros. Part of the plan is to build a satellite terminal next to Terminal 2 but no final decision is made yet.



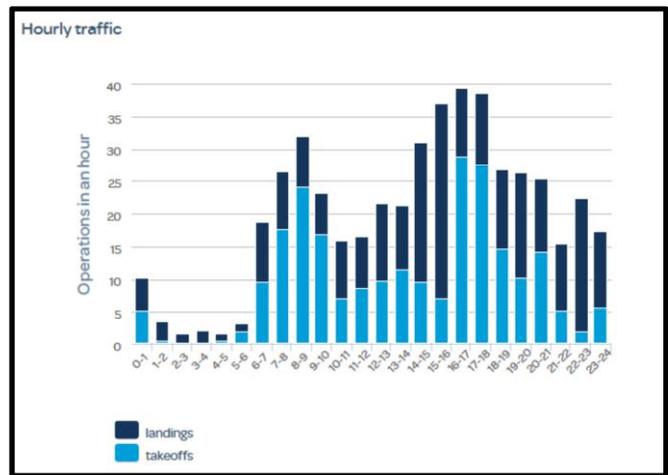
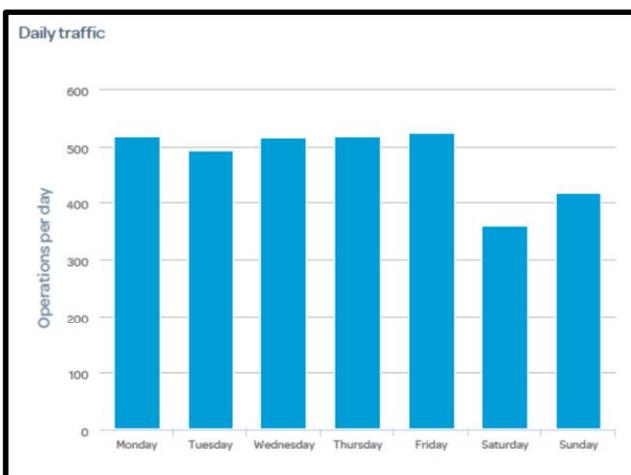
**Traffic Statistics**



In 2012, the volume of passengers at Finavia's airports remained at a record level of 19.2 million. The growth in passenger numbers slowed down rapidly from 2011 and was only 0.5%. In 2011, the growth had been 16%. Helsinki Airport maintained its share of passengers at 14.9 million.

Domestic passenger volumes started declining clearly in spring 2012. The annual volume of domestic passengers has decreased by 0.5% to 5.4 million. During the first quarter, the volume increased by as much as 21.1% from the corresponding period in 2011. The last quarter saw a decrease of 12.0% from the previous year.

The intense competition in air traffic and the resulting cost pressures of airlines continued. The airlines reacted to the fluctuations in demand more sharply than before by reducing their operations and by withdrawing altogether from some routes. There was a record increase in the number of available routes in 2011, and this led to intense price competition on some routes in 2012. The landings of commercial air traffic have decreased by 10.3% to 124,401. Compared to the changes in passenger numbers, this means higher plane occupancy rates and therefore more efficient air traffic.



Week days are far busier for air transport than Saturdays and Sundays. In 2012 an average of 370 jet aircraft and 145 propeller planes arrived at or departed from Helsinki Airport every weekday.

The busiest traffic occurs during the afternoon, first between 14:00 - 16:00, when there are many arriving flights, and between 16:00 - 18:00 when flights depart. There is also a lot of traffic in the mornings, between 08:00 - 09:00. There is little traffic between 01:00 - 06:00 and most of that is landing. The busiest month in 2012 was March and the slackest was December.

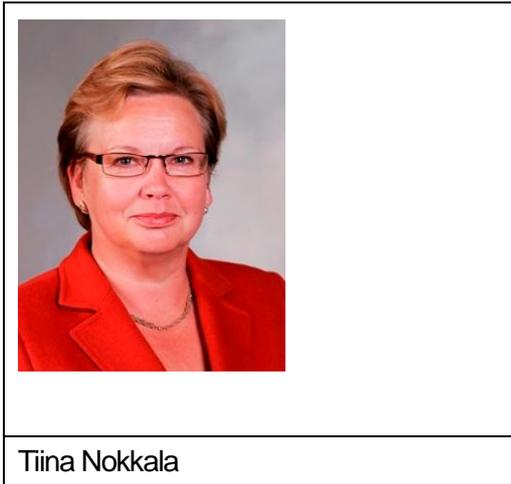


## Our computer system for coordination

We have been using SCORE (Slot Coordination and Reporting) system version 5 with combined database of Denmark, Iceland, Norway, Sweden and Finland.

We are also using OCS (Online Coordination System).

## Introduction of our members



## Information of our office

Coordination Company	Airport Coordination Finland
Address	Lentäjätie 1 E, mail: PL77 01531 VANTAA FINLAND
Telephone	+358 400 511 668
E-mail for slot requests	<a href="mailto:scr@airportcoordination.com">scr@airportcoordination.com</a>
E-mail	<a href="mailto:tiina.nokkala@slotcoord.com">tiina.nokkala@slotcoord.com</a>
SITA	HELACXH
Office hours	Mo – Fri, 09:00-16:00 local time
During the absence of the coordinator please contact Airport Coordination Denmark <a href="mailto:acd@airportcoordination.com">acd@airportcoordination.com</a>	

## Good Memories of Fort Worth (SC133)



### From Santa Clause (Chief Editor)

I would like to express my special thanks to Ms. Tina Nokkala for the excellent article for Asian Breeze. Helsinki Airport is getting popular for Japanese tourists since Japan Air Lines (JAL) has inaugurated the flights with B787 from July this year. Helsinki Airport is growing too fast to become a gateway to European cities for Asian carriers. I also suppose Helsinki Airport must be very busy at this time of the year for Santa Clause to take off and land to deliver the Christmas presents all over the world. Or he may not need the runway for his sled???

Five years have passed since I started issuing Asian Breeze in December 2008. Time flies, doesn't it? This year I have covered mainly European coordinators and continue to do so next year too. I would appreciate it if European coordinators would contribute to Asian Breeze in the future issue.

Finally, I wish you a Merry Christmas and a Happy New Year (Next year is horse according to Chinese zodiac).

