

Asian Breeze (2)

(New Year's Special Edition)

Happy New Year to you all !!

January 29, 2009

You might feel a little too late to say a Happy New Year. However, Chinese New Year (正月) or Spring Festival (春節) is a little different. The festival traditionally begins on the first day of the first lunar month in the Chinese calendar and ends on the 15th; this day is called Lantern Festival. In 2009, the New Year's Day was January 26. Each year is also symbolized with animals in Chinese calendar. This year is the Ox (牛) or (丑)



which is one of the 12-year cycle of animals according to the Chinese zodiac. In the Vietnamese zodiac, the water buffalo occupies the position of the Ox.

The Ox is the sign of prosperity through fortitude and hard work. This powerful sign is a born leader, being quite dependable and possessing an innate ability to achieve great things. As one might guess, such people are dependable, calm, and modest. Like their animal namesake, the Ox is unswervingly patient, tireless in their work, and capable of enduring any amount of hardship without complaint. Good luck for those who were born under this sign.

As announced in the first edition of Asian Breeze, Hong Kong Schedule Coordination Office (HKSCO : 香港機場航班協調辦公室) kindly sent us in an article featuring Chinese New Year & slot situation in HKG. Asian Breeze is a newsletter circulated among Asian Coordinators to get to know more each other and their work. Committed to continue voluntarily to circulate Asian Breeze, we would appreciate it if you would send us in hot news or topics of your office, new airport developments or whatever through 'asianbreeze@schedule-coordination.jp'. We will greatly appreciate for your cooperation.

Introduction of HKSCO

The Civil Aviation Department (CAD) of HKSAR Government has assumed the role of Schedule Coordinator for the Hong Kong International Airport (HKIA) since 6 July 2008. The Hong Kong Schedule Coordination Office (HKSCO) has been set up since April 2008 to prepare for the takeover.

As 26th January is the start of our Chinese New Year, HKSCO would like to wish you and your family a prosperous, happy and healthy year of the Ox! Hope the New Year will see a rebound in the economy, even though it will mean an increase in our workload with more flights!

Self Introduction of our staff members

We have 4 colleagues in the office. Birdie and Susanna have been seconded from Cathay Pacific Airways Ltd. (CX) until July 2009 for the transition.

Franco Ngan (Front center)

I have worked in major local airlines for over 14 years in aircraft performance, network/schedule planning and new airport projects before joining CAD 10 years ago. Since then, I have been working in aviation security, domestic heliport development, aviation statistics and schedule control. I also learnt to fly aero plane and obtained the private pilot license. With my knowledge and experience in airline operations/ scheduling, I was charged to set up and manage the HKSCO. I look forward to meeting and working with all the coordinators and airline planners in my new capacity as the Head Coordinator. I have two sons and we all like to play football.



Eric C W Wong (Back center)

I have been working in the aviation industry for more than 15 years, with most of the time involved in airport management and aviation security before I was deployed to the HKSCO in April 2008. My present “hobbies” are playing with my two young kids and walking my Golden Retriever.

Birdie Yuen (Left)

I started my coordination career since the mid-80s. It is interesting to see the change during the last 20 years in the coordination world. I still remember my first conference in Garmisch-Partenkirchen of Germany held in a town hall with a small number of attendees, now the conference is growing so big with over 1,000 participants. Besides the working relationship, it is a pleasure to have the friendship builds up over the years with our airline and coordination colleagues. Joining the JSAG since 2003 is another precious experience; it allows me to learn a lot from our colleagues in other airports. I know Franco for many years when we used to work in the planning department of CX. So working in the new office does not make much difference as it is just a reunion of old mates! So far, the transition is progressing well; the scheduling background of Franco saves me a lot of explanation. I like distance running, dragon boat rowing and hiking.

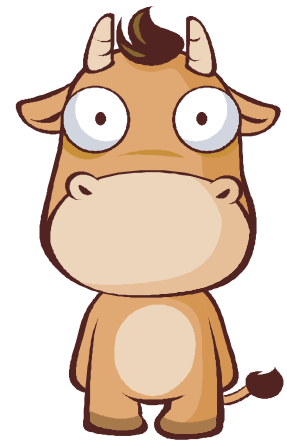
Susanna Hui (Right)

I am glad to be one of the members in HKSCO. I am mainly responsible for adhoc slot clearances for extra sectors, charters and private non-revenue flights. The demand for private non-revenue flights is quite high as

HKG is an important financial centre and there are so many millionaires around the region! My hobbies are traveling, playing badminton, listening to the music (e.g. Music box for relax), watching film, and cooking as I love to eat so much.

Introduction of our computer system

Currently we are on parallel run with our new SCORE system and CX's Airport Slot Coordination System. As we are still establishing the server/network, we have yet to use the full extent of SCORE. There are still some functions and features of the system that we need to learn and explore more. We expect to cutover to SCORE by the end of this year.



Slot Situation at Hong Kong

Our slots are constrained by runway capacity which is limited mainly due to the physical location of HKIA. There are high terrains in the vicinity of the airport and simultaneous runway operation was not feasible. The airspace to the north of the airport is also limited. A working group comprised representatives from the aviation authorities in the Pearl River Delta Region had been formed since 2004 to resolve the congested airspace problem. Recently, a consultant study funded by the Hong Kong Airport Authority was completed with 46 recommendations to enhance airspace and runway capacities. These enhancements will result in staged increase in runway capacity from the current 56 to 68 movements per hour in 2015. Phase 2 of the study will investigate the possible locations of a third runway and the mode of operations.

Besides the hourly total runway movement limit of 56 per hour, there is also an hourly limit of 30 arrivals and 31 departures. Due to 80% of the traffic are regional flights, some 90% of the day time slots between 0200-1000Z (1000-1800L) are fully utilized.



Though the traffic are slowing down due to the impact of worldwide economy, airlines' restructuring of their schedules resulted in tighter aircraft rotation and that in turn put a lot of pressure on certain peak hours, especially around 0300-0500Z.

Besides the civil flights, we also handle an enormous amount of General Aviation (GA)/ Business Aviation (BA) slot requests. These kind of traffic are growing at a very fast pace. We are

spending a lot of time in G/BA slot clearances. Hopefully the workload will be improved when we have the Online Coordination System (OCS) in the not too distant future.

Location of our office

Our office is on Level 6 - Room 6T015 of Terminal 1 of Passenger Terminal Building at the HKIA. The location at the passenger terminal gives us a better feel of the work that we are doing, especially during holiday period when we come cross the huge crowd of passengers. Level 6 is the mezzanine floor between the arrival and departure levels; we are just beneath the departure area "J". Next time if you come to visit Hong Kong and have spare time before departure, you are welcome to visit us and have a cup of Chinese tea (of course, during our office hours please).

From the Chief Editor

Thank you 香港 for your wonderful article. What a nice job HKSCO has done for the second edition of Asian Breeze. By the way, the website address of HKSCO has changed to <http://www.hkgslot.gov.hk/Home.html>. Please visit this website to know more about their work.

It is also noted that Airport Coordination Taipei (ACT) has opened the new website <http://www.aptcoord.org.tw/>. It is beautifully designed and well organized with a lot of information. It is very worthwhile visiting this website to know more about Taipei's coordination work.

Third edition is coming from Australia where it is in the middle of summer season (we are in W08) with lots of sunshine, swimming & surfing. What a difference in climate even in Asian regions. Lots of kangaroo and koala bear are waiting for us at the next edition to be circulated in April. (H.T)



Red lanterns in HKIA Terminal Building

