

Asian Breeze (18)

(亜細亜の風)

Cool and dry autumn to you

11 October, 2011

The cool and dry air has finally been coming back again to Japan. The color of leaves has been changing now. In addition, the smell of Fragrant Olive or Sweet Osmanthus (金木犀 or 桂花) comes somewhere from the window which make us feel the autumn season. This year was awful for Japan; unprecedented earth quake, Tsunami and Nuclear Power accident in March, landslides and floods of rain by big Typhoons in August and September. Despite these natural disasters and accident, we have been settling down little by little. The prevailing autumn atmosphere makes us feel comfortable and eases our tension for a while.



In this issue, we have received the great contribution from Mr. Nguyen Manh TRUONG, who is an official of Civil Aviation Authority of Viet Nam. This article features the tourism in Viet Nam, Noibai International Airport, Tan Son Nhat International Airport and and new airport project of Long Thanh International Airport. In addition, I featured the IATA special covering SPWG, JSAG and WWACG. I hope you enjoy reading them.

Country of Viet Nam

Country of Viet Nam Lying on the eastern part of the Indochinese peninsula, Viet Nam is a strip of land shaped like the letter “S”. China borders it to the north, Laos and Cambodia to the west, the East Sea to the east and the Pacific Ocean to the east and south.

The country's total length from north to south is 1,650km. Its width, stretching from east to west, is 600km at the widest point in the north, 400km in the south, and 50km at the narrowest part, in the center, in Quang Binh Province. The coastline is 3,260km long and the inland border is 4,510km.

General information of Viet Nam;

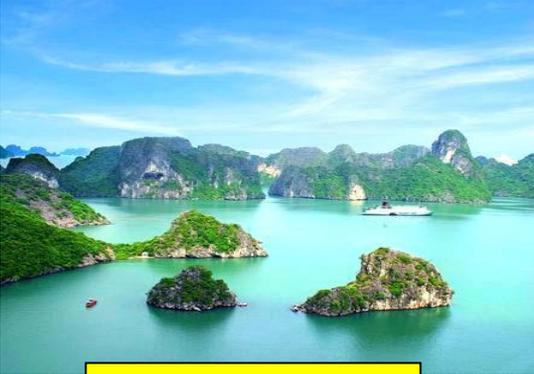
Area: 331,051.4 km², Population: 85,789,573, Capital: Hanoi



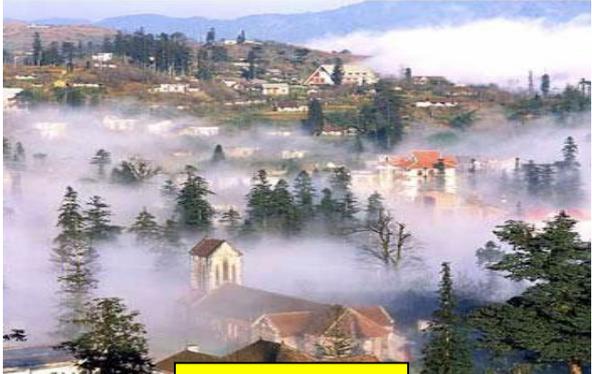
Developing Tourism Infrastructure

Viet Nam conducts a plan on developing tourism infrastructure in the 2010-2015 period, highlighting localities that should be prioritized in the coming years. In which the government calls for investment from both the State budget and private sources to develop infrastructure in key localities where tourism is faring well, the Central Highlands region as well as 21 national tourism parks.

Sizeable budgets should also be reserved for activities to develop tourism products and for marketing activities to promote destinations. On the list of localities are also neighboring provinces of key tourism centers like Ho Chi Minh City (HCMC), Ha Noi, Hue and Da Nang.



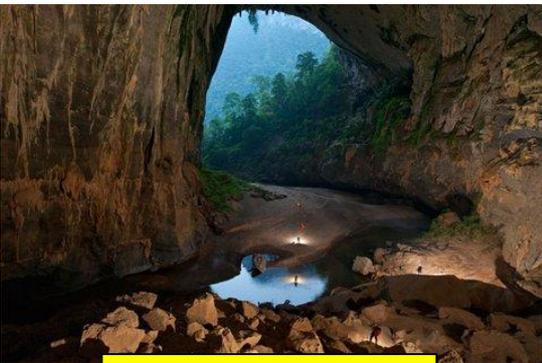
Ha Long Bay – Quang Ninh



Sapa – Lao Cai

The projects include a section linking the North-South railway with the trans-Asia railway, the international sea route through Quang Ninh, Danang, Khanhhoa and HCMC, East-West tourism route via Lao Bao border gate, the international route from China’s Yunnan to Lao Cai, Ha Noi, Hai Phong, and Quang Ninh.

In the list are also the waterway in the Greater Mekong Sub region that passes along the Mekong River to Viet Nam, Cambodia, Laos, Thailand, Myanmar, and China, as well as the Ho Chi Minh trail, and the route of world heritage sites in the country. The tourism industry needs to map out priority projects in each year to call for investors, with the State Budget targeted as the major source of investment. The State Budget covers around 80% to 100% of total investment for infrastructure project in remote areas, and around 15% to 20% for projects in other tourism centers.



Son Doong – Quang Binh



Da Lat – Lam Dong

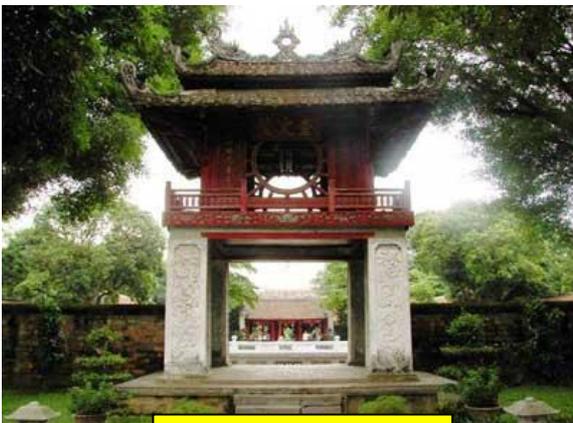
Viet Nam has attracted 3 million international travelers in the first haft of 2011, according to the Viet Nam National Administration of Tourism. The country is expected to welcome seven to eight million by 2015 and 11-12 million by 2020 as envisaged in the tourism development strategy for this decade.

World Heritage Sites in Viet Nam

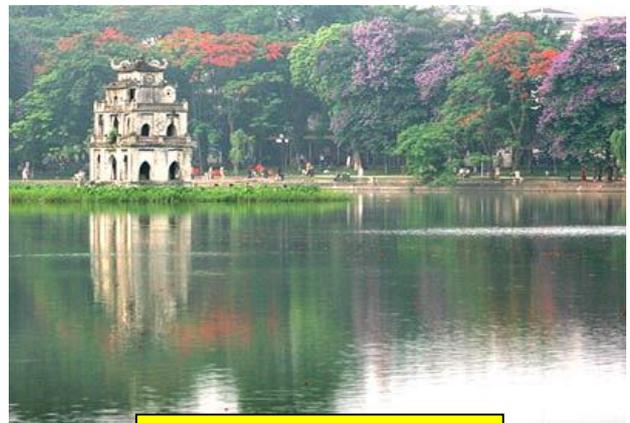
Many visitors come to Viet Nam for enjoying famous heritage site. There are seven world heritage sites in Viet Nam, Complex of Hue Monuments, Ha Long Bay, My Son Sanctuary, Hoi An Ancient, Town Phong Nha - Ke Bang National Park, Central Sector of the Imperial Citadel of Thang Long-Ha Noi and Citadel of the Ho Dynasty.

Tourism in Ha Noi

Throughout the thousand years of its eventful history, marked by destruction, wars and natural calamities, Hanoi still preserves many ancient architectural works including the Old Quarter and over 600 pagodas and temples. Famous sites include the One Pillar Pagoda (built in 1049), the Temple of Literature (built in 1070), Hanoi Citadel, Hanoi Opera House, President Ho Chi Minh's Mausoleum...



Van Mieu – Ha Noi



Hoan Kiem Lake – Ha Noi

Ha Noi also characteristically contains 18 beautiful lakes such as Hoan Kiem Lake, West Lake, and Truc Bach Lake..., which are the lungs of the city, with their surrounding gardens and trees providing a vital source of energy. Many traditional handicrafts are also practiced in Ha Noi including bronze molding, silver carving, lacquer, and embroidery. Ha Noi has many famous traditional professional handicraft villages such as Bat Trang pottery village, Ngu Xa bronze casting village, Yen Thai glossy silk...



Ha Noi Capital Overview

Noibai International Airport (HAN)

Noibai International Airport (IATA code: HAN; ICAO code: VVNB) in Ha Noi, the capital of Viet Nam, is the largest airport in the north of the country. It is about 28 km north from Ha Noi city. The travel time from the city center is 30 - 45 minutes.

There are two runways namely 11R/29L with the dimensions of 3,800m length and 45m width; 11L/29R with 3,200m length and 45m width. At the moment, the airport has only one passenger terminal. The passenger volume in 2010 is nearly 10 million. It is estimated that the passenger volume will reach 11 million in 2011. Since mid 2010, Noibai has been a hub for Skyteam; Viet Nam Airlines joined the network in 2010. At present, there are 32 air carriers operating routes to Asian and European countries.



Terminal T1 – Noibai International Airport



Runway 11R/29L – Noibai International Airport

The master plan of Noibai International Airport has been approved in order to meet the demand of air market development in the country in particular and in the Asian region in general. A new passenger terminal project at the airport will be started to construct in the last quarter of 2011 with the capacity of 15 million passengers per year. As

planned, the airport will have a capacity of 25 million passengers in 2020.



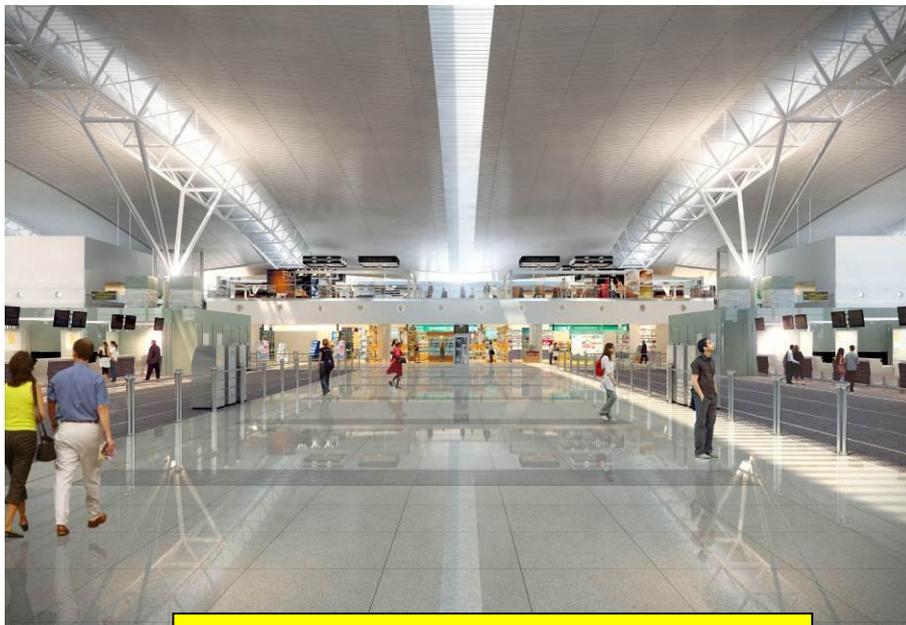
Master plan of Noibai International Airport



Passenger Terminal T2

Northern Airports Corporation (NAC) is now carrying out the project of Noibai International Airport Terminal 2 Construction Project. The terminal is designed by Japan Airport Consultants (JAC) and funded by Japanese ODA.

Terminal 2 has a capacity of 10 million international passengers for the first phase up to 2020, and 15 million after 2020. The total floor area of the terminal is approximately 139,216m². It is planned to start the construction works at the end of 2011. The construction time is estimated to be fulfilled in 34 months with total investment capital of about 46 billion JPY.



View of Check-in Lobby – Passenger Terminal T2

Tan Son Nhat International Airport (SGN)

There are two runways, one is 3,048m (10,000ft) (07L/25R) and the other is 3,800m (12,468ft) (7R/25L). According to the new expansion plan announced by the Vietnamese government, the airport will be enlarged to provide facilities and space for approximately 70 aircraft, 23.5 million passengers, and 600,000 tons of cargo per

annum by 2015.

A new international terminal funded by Japanese ODA opened in September 2007 with a capacity for 8 - 10 million passengers a year. The new terminal gives the airport a total annual capacity of 15 - 17 million passengers. The old terminal is now used for domestic flights. After 2020, when Long Thanh International Airport is completed, Tan Son Nhat will serve domestic passengers only.



With a handling capacity exceeding 15 million passengers in 2010, Tan Son Nhat International Airport (IATA: SGN, ICAO: VVTS) is by far the busiest airport in Viet Nam. Serving 43 international airlines with a global network of destination, it is also an important hub for Southeast Asia region.



Overview from Truong Son Road

In September 2007, the new International Terminal 2 was officially declared opened, showing a remarkable development of Tan Son Nhat International Airport. Spreading over 92,900m², this four-story building welcomes mostly international flights, whilst Terminal 1 is used for domestic airlines. Featuring selective and planned arrangements of plants, trees and ponds throughout the

building, Terminal 2 introduces the concept of "Green Airport" in order to maintain and preserve the surrounding environment. The whole terminal building is designed with modern appearance, highlighted by slanting glass wall along the exterior façade. At Terminal 2, passengers can enjoy time to relax and unwind with a wide range of first-class services such as; health spas, beauty salons, duty free shopping, restaurants etc...

Comprising two runways, one is 3,048m (10,000ft) (07L/25R), and the other is 3,800m (12,468ft) (07R/25L), Tan Son Nhat International Airport has undergone many stages of expansion and upgrading. According to plan of Vietnamese government, by 2015, Tan Son Nhat will have an annual handling capacity of 23.5 million passengers and 600,000 tons of cargo. The airport is believed not only to present the image of Viet Nam to the world, but also to play a significant role facilitating the growth and integration of country's economy.



2F Check-in Lobby



Airside (Exterior)



Long Thanh International Airport Project (South of Viet Nam)

Long Thanh International Airport is an airport planned for construction in Long Thanh, Dong Nai Province, southern Viet Nam, approx 40 km northeast of Ho Chi Minh City. According to a master plan that was approved by the Prime Minister of Viet Nam, Long Thanh International Airport is one of major projects up to 2020. Long Thanh will be 4F airport (ICAO standard), and in the same league with other huge airports in the region. The airport will be able to accommodate A380-800 and those of similar size.



Exterior Perspective Drawing

Long Thanh International Airport will go under 03 phases of development. The first phase is from 2015 to 2020, focusing on the 207,000m² passenger terminal (annual handling capacity: 25 million passengers), and the 131,100m² cargo terminal (annual handling capacity: 1.2 million tons of cargo). By 2020, this airport will comprise two parallel runways (code F, length: 4,000m, wide: 60m) and a hangar area covering 456,000m². Additionally, the airport will be connected by a

network of railways and roads, offering 5,000 parking lots in order to meet the need of such large volume of passengers.

The final phase of Long Thanh project is after 2030, giving the airport an annual handling capacity of 100 million passengers and 5 million tons of cargo. Long Thanh is expected to be at the forefront of Viet Nam aviation, taking the role of the nation's leading international gateway.

At present, a preparatory study of Long Thanh international airport project has been

carrying out and it's expected to be complete and submit to the Government by the end of 2011.



Overview of the project

Introduction of our staff members

Organization: Civil Aviation Authority of Viet Nam (CAAV)
Department of Air Transport (ATD)

Fax: 00844 38272290 Phone: 00844 38272281 AFTN: VVVVYVYX

Email: atd@caa.gov.vn, and nguyentruong@caa.gov.vn

The Slot team in ATD consists of 3 members: Mr. Cuong, Mr. Truong and Ms. Thao.

1. Mr. Ho Quoc CUONG; Deputy Director/ATD
2. Ms. Pham Thi THAO; Official/ATD
3. Mr. Nguyen Manh TRUONG; Official/Coordinator/ATD



Mr. Nguyen Manh TRUONG

Introduction of our computer system

At the moment, we are using SLOTMAN computer system to coordinate all slots.

Location of our office

Address: 119 Nguyen Son Street, Long Bien District, Ha Noi, Viet Nam



CAAV

Tokyo Metropolitan Airports Coordination Committee (TMACC)

1. Establishment of Coordination Committee

IATA Worldwide Slot Guidelines (WSG) recommends the establishment of coordination committee which reads "5.6.1 The Coordination Committee is established at a Level 3 airport to advise the coordinator on matters relating to capacity, slot allocation and monitoring the use of slots at the airport". Following the guidelines, Tokyo Metropolitan Airports Coordination Committee (TMACC) was established on 21 September, 2011. The TMACC deals with not only Narita International Airport (NRT) but also Tokyo International Airport (Haneda) (HND) which are both level 3 airports.

2. Members of TMACC

The TMACC is composed of airlines, the civil aviation authority (including ATC) and airport operators as follows.

(1) The Civil Aviation Authority;

- ① The Japan Civil Aviation Bureau (JCAB), Ministry of Land, Infrastructure, Transport and

Tourism (MLIT)

- ②Tokyo Regional Civil Aviation Bureau, MLIT
- ③Narita Airport Office, Tokyo Regional Civil Aviation Bureau
- ④Haneda Airport Office, Tokyo Regional Civil Aviation Bureau

(2) Airport Operator

- ①Narita International Airport Corporation (NAA)
- ②Tokyo International Air Terminal Corporation (TIAT)
- ③Tokyo International Air Cargo Terminal Ltd. (TIACT)

(3) Airlines

- ①Foreign Airlines
- ②Japanese Airlines (International and Domestic Scheduled Airlines)
- ③Narita AOC Secretariat
- ④Haneda AOC Secretariat

3. First meeting of TMACC

The first Meeting of TMACC was held at 14:00 on 21 September, 2011 at the 701+702+703 meeting room of Aviation Building, Japan Aeronautic Association (JAA). The participants of the meeting were 72 from airlines, 21 from Japan Civil Aviation Bureau (JCAB), 9 from airport operators totaling 102. The agenda items of TMACC were as follows.

- (1) Endorsement of draft final of constitution of Tokyo Metropolitan Airports Coordination Committee
- (2) Introduction of Coordination Committee members
- (3) Introduction of Chairman of Coordination Committee
- (4) International Aviation Policy for Tokyo Metropolitan Airports
- (5) Report of Narita Airport (Facility Development Plans, Airport Traffic Statistics, Slot Monitoring Report)
- (6) Report of Haneda Airport (C runway extension and terminal expansion projects, Slot Monitoring Report)
- (7) The second phase of airspace development plan for Kanto Area after Oct., 2011
- (8) Coordination Parameters for 2012 Summer Season
- (9) Report of Japan Schedule Coordination (Slot Return Deadline, Unification of Historic Slots)



Members of TMACC (1)



Members of TMACC (2)

IATA Special

International Air Transport Association (IATA)

Greetings readers of Asian Breeze and thank you Takeda-san for inviting me to say a few words about IATA's role in Slot management around the world.

Firstly a little about me. I'm extremely fortunate to have been in aviation all my working life having worked for British Airways before joining IATA in Geneva in April 2006. I spent 20 years working outside of the UK rising to be an Area Manager responsible for all activities within regions in the Middle East, Asia and Australasia. After 2 years of running Gatwick Customer Service activities, I then moved into the corporate service development and change area and successfully introduced self service check-in, e-ticketing, baggage reconciliation and on-line check-in into the business.

Since joining IATA in Geneva I've worked in the Product Development area, managed the Airport and In-flight team before taking over the Scheduling portfolio in December 2008 with SC124 in Montreal being my first Conference.

Married (Di) with 2 children (Emily and Richard) my major hobby is family followed by rugby football (watching and supporting but unfortunately not playing any more!) and of course travel.



Mr. Peter Stanton

IATA's role

The IATA Scheduling team has four major areas of responsibility:

- (1) The development and maintenance of slot allocation standards and procedures (WSG)
- (2) The facilitation of the twice yearly IATA Slot Conferences
- (3) Promotion of a single worldwide standard for slot allocation procedures
- (4) The central reference point for all stakeholders to obtain information on the slot allocation process.

The other members of the team are Cassie Raitsidis who as Assistant Manager is responsible for managing the accreditation process, the conference administration plus the conference support systems such as AppCal and SC Info and Lara Reed who as Manager Scheduling Services is responsible for WSG content and rolling out the WSG to countries worldwide.



Worldwide Airport Coordinators Group (WWACG)

At WWACG/15 in Gothenburg, seven nominees for core group of WWACG were endorsed by the meeting.

Those seven members will act not only as a core group of WWACG but also as a member of JSAG representing coordinators and facilitators for the coming two years. The new members are shown below.

Region	Organization	Abbreviation	First Name	Last Name
Europe	Airport Coordination Ltd	ACL	James	Cole
	Association pour la Coordination Horaires	COHOR	Eric (Vice Chair)	Herbane
	Slot Coordination, Switzerland	SCS	Erich (Chair)	Rindlisbacher
	Schedule Coordination, Austria	SCA	Wolfgang	Gallistl
America	Airport Coordination Canada Ltd.	ACCL	Munro	Smith
Asia	Airport Coordination, Australia	ACA	Ernst (Vice Chair)	Krolke
	Japan Schedule Coordination	JSC	Hiroki	Takeda



WWACG Core Group/09 meeting was held on 06 and 07 September at IATA office in Montreal, Canada. Discussion items were finances, web site, pre-conference activities and regional coordination issues.

The picture was taken on this occasion. Members are; Front row from left; Mr. Ernst Krolke (Australia, Chairman of APACA), Mr. Erich Rindlisbacher (Switzerland, Chairman of WWACG) and Mr. Eric Herbane (France, Chairman of EUACA).

Back row from left; Mr. Wolfgang Gallistl (Austria), Mr. Munro Smith (Canada), Mr. James Cole (U.K.) and Mr. Hiroki Takeda (Japan).

Slot Policy Working Group (SPWG)

The IATA Director General appointed following 15 members as SPWG to represent the industry and make a contribution to the issues being addressed and who have indicated a desire to participate in such activities.

Region	Airlines Name	IATA Code	First Name	Last Name
Europe	British Airways	BA	Chris	Carter
	KLM - Royal Dutch Airlines	KL	Bert (Vice Chair)	Imminga
	TUIfly	X3	Ansgar	Kruse
	Air France	AF	Hervé	Mahieux
	Deutsche Lufthansa. A.G.	LH	Wolfgang	Queissner
	Alitalia	AZ	Denise	Scafidi
America	United Airlines	UA	Michele (Chair)	Boyce
	Fedex Express	FX	David	Branch
	Delta Airlines	DL	Jennifer	Sayre
	American Airlines	AA	Jim	Watt

Middle East	Emirates Airline	EK	Murtuza	Razvi
	Kuwait Airways	KU	Khalid	Al-Ajmi
Asia	Cathay Pacific	CX	Leslie	Lu
	All Nippon Airways	NH	Ian	Bamber
	Japan Airlines	JL	Shigeyuki	Kamei

SPWG meeting was held on 06 and 07 September at IATA office in Montreal, Canada. The members of SPWG in the picture are; Front row from left; Ms. Denise Scafidi (AZ), Ms. Michele Boyce (UA, Chairman of SPWG), Mr. Peter Stanton (IATA) and Ms. Lara Reed (IATA). Center row from left; Mr. Khalid Al-Ajmi (KU), Mr. Murtuza Razvi (EK), Mr. Wolfgang Queissner (LH), Mr. Bert Imminga (KL), Mr. Chris Carter (BA), Ms. Jennifer Sayre (DL) and Mr. Jim Watt (AA). Back row from left; Mr. Leslie Lu (CX), Mr. Herve Mahieux (AF), Mr. Ian Bamber (NH), Mr. Shigeyuki Kamei (JL), Mr. David Branch (FX), Mr. David Stewart (IATA) and Mr. Ansgar Kruse (X3).



Joint Slot Advisory Group (JSAG)

7 members of SPWG and 7 members of WWACG form the JSAG. The current members of JSAG are shown below. JSAG/31 meeting was held on 07 and 08 September at IATA office in Montreal, Canada.

Airline Side		Coordinator Side	
IATA Code	Name	Abbreviation	Name
BA	Chris Carter	ACL	James Cole (Vice Chair)
KL	Bert Imminga	COHOR	Eric Herbane
LH	Wolfgang Queissner	SCS	Erich Rindlisbacher
UA	Michele Boyce (Chair)	SCA	Wolfgang Gallistl
FX	David Branch	ACCL	Munro Smith
AA	Jim Watt	ACA	Ernst Krolke
NH	Ian Bamber	JSC	Hiroki Takeda



Front row from left; Ms. Michele Boyce (UA, Chairman of JSAG), Ms. Lara Reed (IATA), Mr. Peter Stanton (IATA) and Mr. Erich Ridnlisbacher (Switzerland).

Center row from left; Mr. Wolfgang Queissner (LH), Mr. Bert Imminga (KL), Mr. Jim Watt (AA), Mr. Munro Smith (Canada) and Mr. Hiroki Takeda (Japan).

Back row from left; Mr. David Branch (FX), Mr. Ian Bamber (NH), Mr. Chris Carter (BA), Mr. Ernst Krolke (Australia), Mr. Wolfgang Gallistl (Austria)

and Mr. James Cole (U.K.).

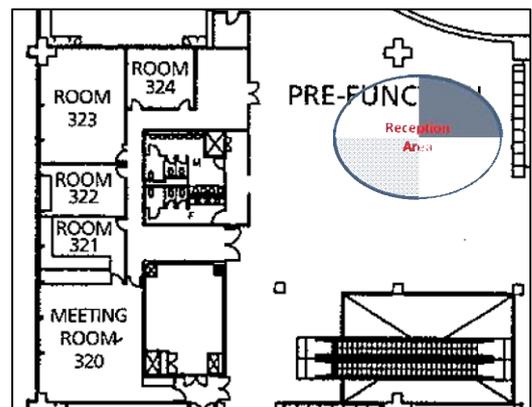
WWACG/16 and APACA/3 meeting at SC129

The sixteenth meeting of Worldwide Airport Coordinators Group (WWACG) will be held from 13:30 to 15:30 on Wednesday 16 November at SC129 in Singapore. The meeting room for WWACG/16 is Room 304 and 305 on 3rd Floor of Suntec Singapore/ International Convention & Exhibition Center. Much attendance as possible from Asia/Pacific regions is desired for this meeting.

The third meeting of Asia/Pacific Airport Coordinators Association (APACA) will be held from 18:00 to 19:00 on Thursday 17 November. The meeting room for APACA/3 is Room 102 on 1st floor of the Suntec. The agenda of APACA/3 meeting will be circulated soon.

Asian Tea Gathering

The Asian Tea Gathering will be held during the lunch time of 12:00 to 13:00 on Saturday 19 November in Singapore. The gathering, this time, will be hosted by Changi Slot Coordination (CSC), and will be held at an open space outside MR321 on third floor of the Suntec Singapore. Coffee/Tea & pastry 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.



Gala Dinner

Changi Slot Coordination (CSC) warmly invites APACA members to the Gala Dinner on Friday 18 November, 19:00 to 22:00 at Marina Bay Sands Grand Ballroom, Level 5. There will be exciting entertainment such as Live Band music & cultural performances. Local cuisines such as Hainanese Chicken Rice, Satay, Laksa, Ice Kacang and many more will be served too. Do look out for the invitation card in your delegate bag and hope to see all of you there for a night of networking, entertainment and fun.



Marina Bay Sands (1)



Marina Bay Sands (2)

From the Chief Editor

Boy, this is the longest Asian Breeze ever issued. I would like to express my special thanks to Mr. Truong who wrote the article in detail for the tourism in Viet Nam and current two airports and new airport project. There seem lots of potential areas in industry fields which will be developing very fast in the near future. I am very glad to learn that the Japan is helping Viet Nam for the development of new terminals and new airports. I should visit Viet Nam to see the airport developments in the near future.

I also thank Mr. Peter Stanton, IATA, for his contribution to the article of IATA special. His position is very important taking care of WSG, Slot Conference and issues related to slot allocation. The matter of success or failure of Slot Conference depends entirely on his work, very important indeed!

I also thank Changi Slot Coordination (CSC) for hosting Asian Tea Gathering as well as Gala Dinner. What a wonderful setting of Gala Dinner to be held at Marina Bay Sands Grand Ballroom. I am really looking forward to it.

The Autumn Festivals (Aki Matsuri in Japanese) are being held everywhere to celebrate the good harvest of this year. At the festival, people carry a Mikoshi which is a divine palanquin (often translated as portable Shinto shrine). Shinto followers believe that it serves as the



Mikoshi, or Portable Shinto Shrine

vehicle to transport a deity while moving between main shrine and temporary shrine during a festival. Often, the Mikoshi resembles miniature housing, with pillars, walls, a roof, a veranda and a railing.

They bring the Mikoshi from the shrine, carry it around the neighborhoods that worship at the shrine, and in many cases leave it in a designated area, resting on blocks, for a time before returning it to the shrine. Some shrines have the custom of dipping the Mikoshi in the water of a nearby lake, river or ocean. At certain festivals, the people who bear the Mikoshi wave it wildly from side to side.

As I featured the Summer Festival in the previous issue, you may feel that Japanese people like celebrating each season by having festivals; spring, summer, autumn and winter. Yes, we do. We are crazy about festivals.

Having finished this issue, I should rush to some autumn festivals near my home and go to the mountain to appreciate the beautiful color change of leaves. (H.T.)



Aki Matsuri, or Autumn Festival

