

Asian Breeze (19)

(亜細亜の風)

Merry Christmas to you

13 December, 2011

Dear Asia/Pacific coordinators and facilitators: We hope everybody is enjoying this wonderful Christmas holiday seasons. Christmas illuminations are everywhere in Tokyo despite the little shortage of electric power. I visited some of the popular Christmas illumination spots last week to take pictures for this issue which are inserted in the last page.



Three years have already passed since we started to issue Asian Breeze. Thanks to your cooperation, we have been able to issue it every two months without any interruption and now reached 19 issues. As we are committed to continue issuing the Asian Breeze, we would like to ask your continued support by providing us with your hot news, new topics or new airport developments. Please send us your contribution to "asianbreeze@schedule-coordination.jp".

In this issue, we have received a wonderful contribution from Mr. Tariq Saleem Khan, Pakistan Civil Aviation Authority. Pakistan seems to have many attractive cultural things and Himalaya Mountains as tourist spots. It should be interesting to read. In addition, we have received two articles from two software developers on slot coordination; one is SCORE (Slot Coordination and Reporting) system developed by Prolog Development Center (PDC), the other is airport organizer and slot organizer developed by Gatwick Software Logistics (GSL). For those who are looking for the software for slot allocation and schedule facilitation it might be a very good timing to read those articles. We hope you will find this issue useful.

Country of Pakistan

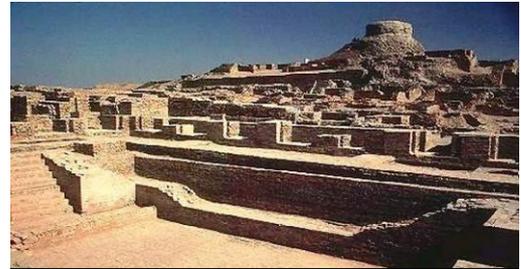
Pakistan, officially the Islamic Republic of Pakistan, is a sovereign state in South Asia. It has a 1,046km (650mi) coastline along the Arabian Sea and the Gulf of Oman in the south and is bordered by Afghanistan and Iran in the west, India in the east and China in the far northeast. Tajikistan also lies very close to Pakistan but is separated by the narrow Wakhan Corridor. Strategically, Pakistan is located in a position between the important regions of South Asia, Central Asia and the greater Middle East.



Pakistan is a federal parliamentary republic consisting of four provinces and four federal territories. With over 170 million people, it is the sixth most populous country in the world and has the second largest Muslim population after Indonesia. It is an ethnically and linguistically diverse country with a similar variation in its geography and wildlife. With a semi-industrialized economy, it is the 27th largest in the world in terms of purchasing power.

Tourism in Pakistan

Pakistan with its diverse cultures, people and landscapes has attracted 0.7 million tourists to the country, almost double to that of a decade ago. The country's attraction ranges from the ruin of civilization such as Mohenjo-daro, Harappa and Taxila, to the Himalayan hill stations, which attract those interested in winter sports. Pakistan is home to several mountain peaks over 7,000m, which attracts adventurers and mountaineers from around the world, especially K2.



Mohenjo-daro



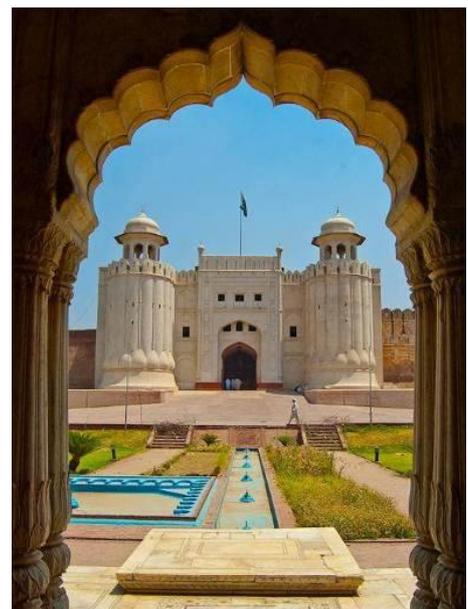
Himalaya Mountains

The north part of Pakistan has many old fortresses, ancient architecture and the Hunza and Chitral valley, home to small pre-Islamic Animist Kalasha community claiming descent from Alexander the Great. The romance of the historic Khyber Pakhtunkhwa province is timeless and legendary, Punjab province has the site of Alexander's battle on the Jhelum River and the historic city Lahore, Pakistan's cultural capital, with many examples of Mughal architecture such as Badshahi Masjid, Shalimar

Gardens, Tomb of Jahangir and the Lahore Fort.

Tourism is a growing industry in Pakistan. With more and more foreign investment and funding, Pakistan was able to build its major road and air networks to cater mass movements of cargo and inter-city travel. Roads are being developed by several consultants from the Northern Areas all the way down to the Port of Karachi. However, the government has not been able to take the tourism market seriously within Pakistan. Pakistan is home to a diverse number of tourist attractions which have not been funded or protected due to the government giving the tourism market a low priority.

In September 2004 with the bifurcation of the Minorities, Culture, Sports, Tourism and Youth Affairs, Tourism was given a separate status of Ministry of Tourism. The Ministry of Tourism is responsible for the policy



Lahore Fort

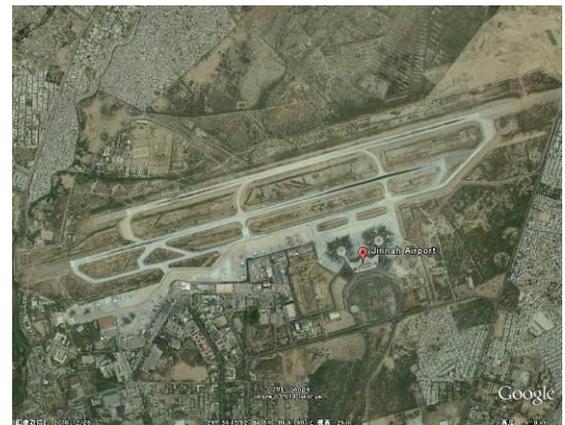
formulation, development, marketing and promotion of both foreign and domestic tourism besides coordination and regulating of federal and provincial governments and private sector activities responsible and involved in tourism. Within the overall set up the tourism wing of the ministry is in collaboration with its field organizations making it completely responsible for the development of the tourism industry.



The Mohatta Palace in Karachi

Jinnah International Airport (KHI)

Jinnah International Airport (IATA: KHI, ICAO: OPKC) is Pakistan's largest international and domestic airport. It is located in Karachi, Pakistan, and its passenger terminal is also commonly known as the Jinnah Terminal. The airport is named after Crown attorney/statesman Muhammad Ali Jinnah, the founder of Pakistan and its first Governor General, who was popularly known as the Quaid-e-Azam ("Great Leader").



The airport has two runways measuring 3,200m (07L/25R) and 3,400m (07R/25L) in length respectively. Each



Jinnah International Airport, Karachi

runway has a width of 46m (250ft). The runways have capacity to handle 15 flights per hour. Runway 07L/25R is equipped with ILS to guide landing aircraft safely under very poor weather conditions and also allowing planes to land in low visibility conditions, such as fog. The taxiway is able to handle 12 aircraft at any one moment while the parking area measures 266,000m² and is able to accommodate 42 aircraft, 12 of which through air bridges linking them directly with the terminal building. In addition

to this, there are remote parking bays for 30 aircraft.

Jinnah International Airport has a capacity of handling 12 million passengers annually. In fiscal year 2007-2008, over 6.6 million passengers used Jinnah International Airport. 249,283 aircraft movements were registered. Jinnah International Airport in Karachi has always been the largest aviation facility in Pakistan. It is the primary hub of Pakistan International Airlines (PIA). All other Pakistani airlines also use Jinnah International Airport as their main hub. These include Air Blue and Shaheen Air International, as well as several charter carriers.



Jinnah International Airport

Allama Iqbal International Airport (LHE)

Allama Iqbal International Airport (IATA: LHE, ICAO: OPLA) is the second largest civil airport in Pakistan, serving Lahore, the capital of Punjab province. Originally known as Lahore International Airport, it was renamed in 2003 for Allama Sir Muhammad Iqbal, the Islamic poet-philosopher who was a major advocate for the creation of the state of Pakistan, upon the opening of the new terminal building. The airport currently has three terminals; the Allama Iqbal terminal, the Hajj terminal, and a cargo terminal. The airport is located about 15 km from the center of the city.



A brand new runway was built during the construction of Allama Iqbal International. Runway 36R/18L is 3,310m long, 46m wide whilst Runway 36L/18R is 2,900m long, 46m wide. The brand new terminal includes many duty-free shops including restaurants, cafés, ice-cream parlors, confectionery shops, book and toy shops and



souvenir shops. Nirala Sweets, a famous sweets shop, has also opened in the check-in halls at the airport. There are many flat screen televisions that show live flight times in the national languages, Urdu and official language, English. The airport has 7 air-bridges that dock onto the aircraft during departures and arrivals. There are a total of 30 parking spaces. The airport can provide 32 parking spaces for commercial and jet aircraft.

On March 5, 2010, Pakistan Civil Aviation Authority (PCAA) released a tender for the expansion of the airport. The number of check-in desks will be doubled to 48 from 24, as will the number of immigration counters to 20 from 10. The terminal will also be expanded and the area which was strategically kept aside for future expansion when the airport was built will be fully utilized.

PIA, the flag carrier of Pakistan, uses Allama Iqbal International Airport as a major hub, second only to Jinnah International Airport in Karachi. There is an increasing demand from private Pakistani airlines and international airlines that operate out of Lahore for domestic and international operations. Many airlines are increasing their frequency out of Lahore since the new airport is able to cater to the growing needs of overseas and domestic passengers.



Benazir Bhutto International Airport (ISB)

Benazir Bhutto International Airport (IATA: ISB, ICAO: OPRN) is the third largest airport in Pakistan, serving the capital Islamabad and its twin city Rawalpindi in the province of Punjab. Previously known as the Islamabad International Airport, it was renamed after the late Pakistani leader Benazir Bhutto by the Prime Minister of Pakistan, Yusuf Raza Gillani on Friday, 21 June 2008.



The airport is actually located outside of Islamabad, in the area of Chaklala Rawalpindi. Being the main airport for the Pakistani capital it often hosts officials and citizens from other nations. The airfield is shared with the transport and liaison squadrons of the Pakistan Air Force, which refers to it as PAF Base Chaklala. There is one runway of 3,287m (10,785ft) for civil aviation and its orientation is 12/30.

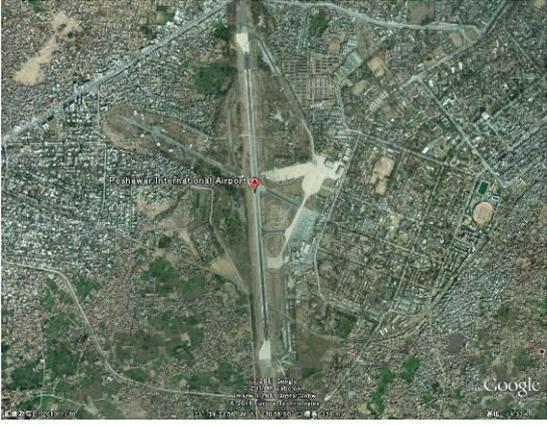


Benazir Bhutto International Airport, Islamabad

Due to the ever-growing need for better facilities and services available for passengers, The Government of Pakistan is constructing a new airport in Islamabad. It has been estimated that the airport will be the biggest in Pakistan. The new location of the Islamabad International Airport has been selected at Fateh Jang, less than 20 km from Islamabad city center. The construction of the new airport is underway and completion is estimated to be in 2013. In fiscal year 2007-2008, over 4.8 million passengers used Benazir Bhutto International Airport. 49,775 aircraft movements were registered. The airport serves as a hub for the flag carrier, Pakistan International Airlines. It is also the hub of Shaheen Air International and a focus city of Airblue.

Peshawar International Airport (PEW)

Peshawar International Airport (IATA: PEW, ICAO: OPPS) is an airport located in the city of Peshawar in the Khyber Pakhtunkhwa province of Pakistan. Located about a 10 minute drive from the center of Peshawar, it is the fourth busiest airport in Pakistan. One unusual feature is that one end of the main runway is crossed with a railway line - the seldom used Khyber train safari to Landi Kotal in the Khyber Pass.



Runway is 2,700m long and 46m wide with 3.0m shoulders on either side corresponding to International Civil Aviation Organization Category 4E. Aprons are combination of flexible and rigid pavements for passenger and cargo. Nose-in parking for 4 wide-bodied aircraft at a time or 3 Airbus and 2 narrow body aircraft at a time is possible.



Peshawar is a major passenger hub with 75% flights internationally bound. The airport is currently under evaluation to be upgraded to make it compatible with future needs of the geographical location. The CAA is currently working with the provincial government to develop the airport to meet international standards. The airport has several facilities to handle the normal needs of passengers such as telephone (domestic/international) booths, money exchange facilities, automatic teller

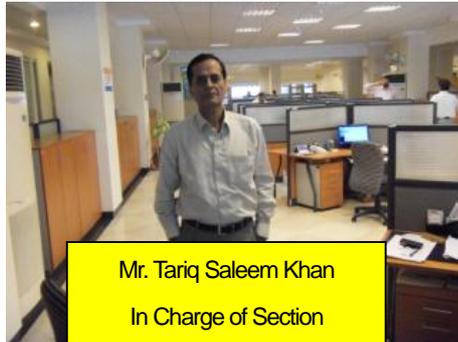
machines, Internet stations, information counters, gifts and souvenir shops, snack shops, rent a car services, as well as a post office.

Introduction of our staff members

There are five people in our CM Airlines Schedule/ Non-Schedule flights, Air Transport Directorate, Pakistan Civil Aviation Authority (PCAA).



Mr. Khawar Ghayas
Director



Mr. Tariq Saleem Khan
In Charge of Section



Mrs. Ishrat Parveen (SCH)



Mr. Fazal Shakoor (N.SCH)



Mr. Faisal (SCH)

Location of our office

Our office is located at terminal 1 of Jinnah International Airport in Karachi.



Good Memories of Singapore



Prolog Development Center (PDC)

Introduction to PDC

PDC Aviation is a world leading IT supplier for aviation businesses, delivering state-of-the art planning and scheduling software products for airports, airlines, private jet operators, handling agents and slot coordinators since 1986. PDC is based just a short distance outside of Copenhagen Denmark, home of the world famous little mermaid and Tivoli Gardens. (www.pdc-aviation.com).

Introduction to the Score Team

PDC employs 65 staff with a dedicated team to support SCORE. Dan Ole Johansen has been working for PDC since 1988 and is the product manager for SCORE. Scott Owen comes from an aviation background which includes airline operations, flight planning, load control, ground handling and slot coordination. He joined PDC in 2011 with the primary role to provide SCORE support and training. Eva Liljedahl, Kim Thorshøj, Hans Hummellose and Carsten Kehler Holst are the development team of SCORE and have all been working with SCORE and OCS for more than 10 years



Dan Ole Johansen, Carsten Kehler Holst, Kim Thorshøj, Finn Grønskov (CEO)

Front Left: Eva Liljedahl, Scott Owen, Hans Hummellose

PDC opens Asian Office

The choice of location is now down to Singapore or Kuala Lumpur. However, it is certain that Scott Owens will be located in the Asian office, from February 2012.

Score User Group

One of the key drivers behind making SCORE a successful product is its users. PDC works together with its customers to understand the issues they face and uses this knowledge to provide solutions in its products. The SCORE user group meeting is an opportunity to find out about the latest SCORE developments, discuss new system requirements and to share the experiences of coordination issues and solutions. The SCORE user group meeting takes place twice a year at IATA SC. The users consist of:

Country	Organization
Austria	Slot Coord. Austria
Czech Republic	Prague Airport

Country	Organization
Belgium	Brussels Airport Coord.
Denmark	Airport Coord. Denmark

Country	Organization
Cyprus	Cyprus CAA
Finland	Helsinki Airport Coord.

Hong Kong	Hong Kong CAA
India	Mumbai Int. Airport
Israel	Israel Airport Authorities
Malaysia	Airport Coord. Malaysia
Portugal	Portuguese Slot Coord.
Sweden	Airport Coord. Sweden
Turkey	Turkish Airport Authorities

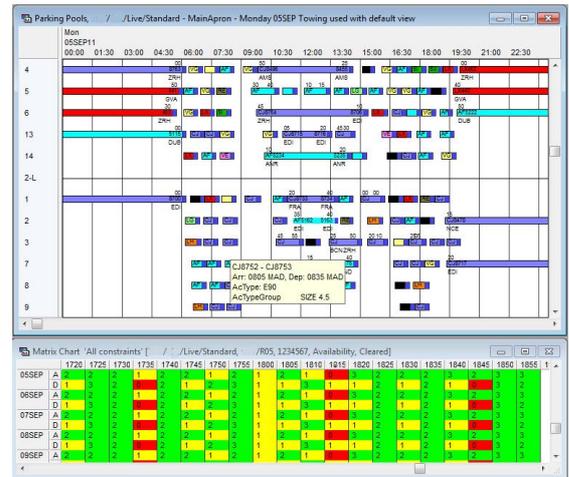
Iceland	CAA Keflavik
India	Delhi & Hyderabad Int. Airports
Italy	Assoclearance
Morocco,	Royal Air Morocco
Singapore	Changi Slot Coord.
Switzerland	Airport Coord. Switzerland
UK	Airport Coord. Limited

India	Bangalore Int. Airport
India	Airport Authorities of India
Japan	Japan Schedule Coord.
Norway	Airport Coord. Norway
South Africa	South African Slot Coord.
Thailand	Thai Airways International
Ukraine	Borispol International Airport

In addition to coordination, SCORE is also used by some airports for analysis, simulation and planning purposes, this includes Sydney International Airport.

SCORE (Slot Coordination and Reporting)

SCORE is a slot coordination/ airport capacity management and reporting tool, which is currently used at over 200 airports ranging from less than 6000 movements to over 455,000 movements a year. From a single runway and terminal to multiple runways and terminals, SCORE is very flexible and can model an airport's capacity in the form of movement rates, passenger flow, gate, parking stands, check-in and quota limits.



SCORE has been designed to be highly customisable by users. The graphical displays, data views and reports can all be tailored to meet the user's personal preferences and requirements of the airport. Initially SCORE is supplied with some suggested reports to get started with, these reports can be used as a template for creating a new report or alternatively the user can build a report by selecting fields and properties. Using the comparison report function SCORE can compare the values between reports, between different airports/ seasons and between the differences in the schedule as it changes over time.

The figure shows a screenshot of the SCORE software interface. The main window is titled 'Change Screen 1 handling SCR' and contains a table with columns for flight details. A dialog box titled 'Slots found' is open in the foreground, showing a table with columns for 'Req. Time (s)', 'New Times', and buttons for 'Look forward', 'Look backward', 'View overloads', and 'Options...'. The dialog box also has 'OK' and 'Cancel' buttons at the bottom.

AOq	ASr	DOq	DSr	From	To	DOOP	NS	AC	Orig	Last	Arr	ARq	ARc	Dep	DRq	DRC	o	Next	
H	C	AF	5018	AF	5019	09MAY	23MAY	1000000	50	F50	ORY	ORY	0630	0630	OK	0700	0700	OK	ORY
U	R	AF	5018	AF	5019	09MAY	23MAY	1000000	50	F50	ORY	ORY	0700	0700	OK	0730	0730	OK	ORY
O	R	AF								ORY	0645	0700	R05	0715	0730	R05		ORY	
O	R	AF								ORY	0810	0700	R05	0840	0730	R05		ORY	

When messages arrive in SCORE, the validation process logs any errors contained in the message. This log file assists the coordinator by pinpointing where the syntax errors are located and shows the discrepancies between the message details with the details held in the database.

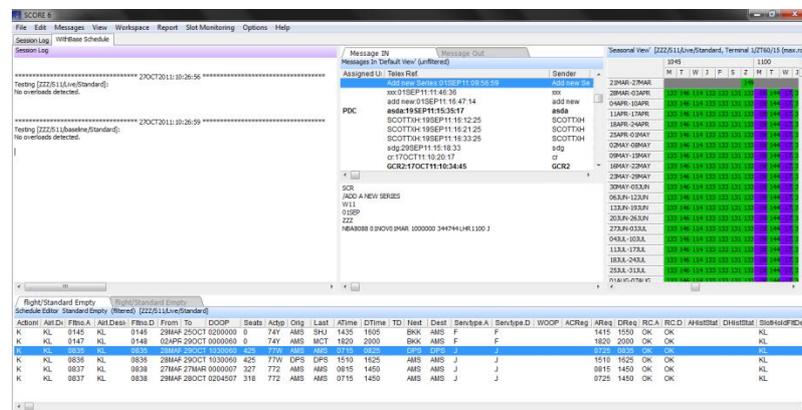
SCORE adheres to IATA standards and can validate the various SSIM chapter 6 messages and even reply automatically, provided that there are no capacity overloads or filter conditions to stop the process. Whether a message is for one slot or multiple series of slots SCORE can evaluate the availability line by line and as a whole message and then reports any overloads found together with the frequency of the overload. The user can use graphical views to search for the nearest available slots or alternatively use the SCORE slot search function, which automatically finds the nearest slots available.

Using the advanced slot monitoring features, SCORE evaluates flights against the use it or lose regulations 80/20 and can calculate a series of flights time performance. Together with the SCORE initialise future season function the process of creating the SHL is a huge time saver for the coordinator.

SCORE is available by modules so the system can be tailored to suit customers' requirements and can also interact with other systems including PDC's Stand Plan and Staff Plan.

Updates

With airports becoming more congested, regulations are increasingly changing to try and encourage more efficient use of resources. SCORE is continuously updated to meet these regulation changes.



In addition to the regulation and SSIM updates, more functions are added to SCORE. The next generation of SCORE is currently in the final development stage, one new feature is the use of saved multiple workspaces with the ability for users to design their own layout for each workspace.

Online Coordination System (OCS)

The OCS is an internet based system connecting to SCORE and non-SCORE systems, allowing operators to interactively request slots at multiple airports at the same time. OCS is a time saver for both the coordinator and operator as many of the daily transactions can be coordinated online with instant confirmations.

Other systems

PDC provides airport systems that can be connected to SCORE, such as Gate Allocation system and Resource management. For Airlines PDC provide a product suite that includes Slot Management tools: Scheduling, Crew Management, Operations Control and Business Aviation module (see more at www.pdc-aviation.com).

Gatwick Software Logistics (GSL)



Greetings. I am Allen Pollard, MD Gatwick Software (GSL). Relaxing in the heat of Queensland, Australia after the Singapore conference.

Apart from Slot Organiser, a program to assist airlines with the request and management of slots, I would like to introduce Asian Breeze readers to our flagship product, Airport Organiser. The product for real coordinators who want control of their work, rather than being told what to do by the computer.

Airport Organiser has been designed by coordinators to work with them to access the full potential of the airports under their control. The messaging system will be familiar as it takes the form of most email clients. Taking messages from POP3, IMAP or Sitatext (tm) along with manual or text file SCR's and placing them in the inbox. As with much of the program, colour codes aid the user with problems. There is also an outbox where replies to the airline can be seen and sent.

For working with the program, the calendar, an original feature of coordination organiser now being copied in other airline programs, is used to set dates and times to work with.

The calendar has simple ways of selecting dates making it easy to get results of counts and other reports.

	October - 02	November - 02	December - 02	January - 03	February - 03	March - 03	C
Mon	All 28	04 11 18 25	02 09 16 23 30	06 13 20 27	03 10 17 24	03 10 17 24	M
Tue	Clr 29	05 12 19 26	03 10 17 24 31	07 14 21 28	04 11 18 25	04 11 18 25	T
Wed	30	06 13 20 27	04 11 18 25	01 08 15 22 29	05 12 19 26	05 12 19 26	W
Thr	31	07 14 21 28	05 12 19 26	02 09 16 23 30	06 13 20 27	06 13 20 27	T
Fri		01 08 15 22 29	06 13 20 27	03 10 17 24 31	07 14 21 28	07 14 21 28	F
Sat		02 09 16 23 30	07 14 21 28	04 11 18 25	01 08 15 22	01 08 15 22 29	S
Sun	27	03 10 17 24	01 08 15 22 29	05 12 19 26	02 09 16 23	02 09 16 23	S

There is a work area which lists the individual flights and all parts of the data can be seen using the details section. Anything can be fine tuned here without requiring messages. Probably the most important part is the counts area. Selection of what to see is made with the Status bar settings. This can be airline, groups of airlines, locations (and groups) or flight codes and many other settings, all user defined.

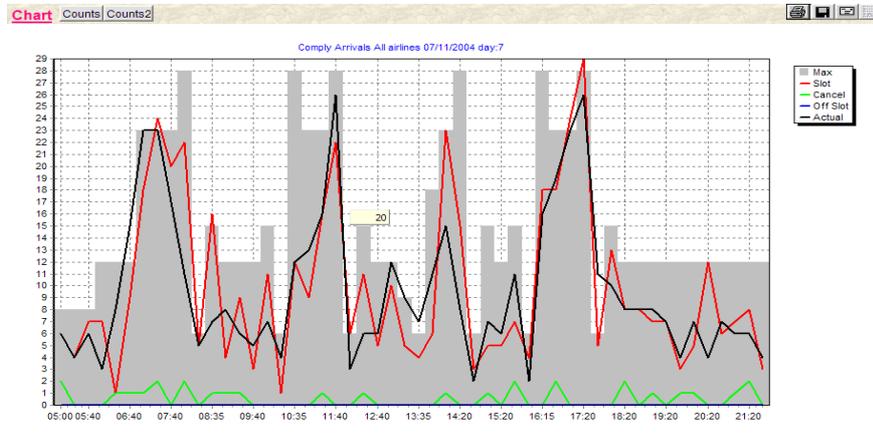
From	To	PAXARR	PAXDEP	PAXTOT
01:06:02				
00:00	00:04	594(594)(700)	680(680)(700)	1374(1374)(1400)
00:05	00:09	116(116)(700)	385(385)(700)	501(501)(1400)
00:10	00:14	265(265)(700)	287(287)(700)	552(552)(1400)
00:15	00:19	345(345)(700)	590(590)(700)	935(935)(1400)
00:20	00:24	607(607)(700)	422(422)(700)	1029(1029)(1400)
00:25	00:29	0(0)(700)	144(144)(700)	144(144)(1400)
00:30	00:34	459(459)(700)	180(180)(700)	639(639)(1400)
00:35	00:39	118(118)(700)	0(0)(700)	118(118)(1400)
00:40	00:44	319(319)(700)	733(733)(700)	1052(1052)(1400)
00:45	00:49	72(72)(700)	988(988)(700)	1060(1060)(1400)
00:50	00:54	783(783)(700)	0(0)(700)	783(783)(1400)
00:55	00:59	18(18)(700)	0(0)(700)	18(18)(1400)
01:00	01:04	36(36)(700)	373(373)(700)	409(409)(1400)
01:05	01:09	584(584)(700)	443(443)(700)	1027(1027)(1400)
01:10	01:14	205(205)(700)	408(408)(700)	613(613)(1400)
01:15	01:19	198(198)(700)	59(59)(700)	248(248)(1400)
01:20	01:24	673(673)(700)	525(525)(700)	1198(1198)(1400)
01:25	01:29	115(115)(700)	287(287)(700)	402(402)(1400)
01:30	01:34	284(284)(700)	700(700)(700)	984(984)(1400)
01:35	01:39	0(0)(700)	714(714)(700)	714(714)(1400)
01:40	01:44	296(296)(700)	151(151)(700)	447(447)(1400)

This picture shows the output from a count request. The setting for these counts are user defined and stored with names to help find the required count settings easily.

They can be simple counts, 60 minutes for example. Rolling counts, say 60 minutes every 5 minutes. Or complete user defined count which may not even be the same time length. The results are colour coded to show ok, over warning (yellow) or over maximum (red). Results can be filtered to show certain time brackets only.

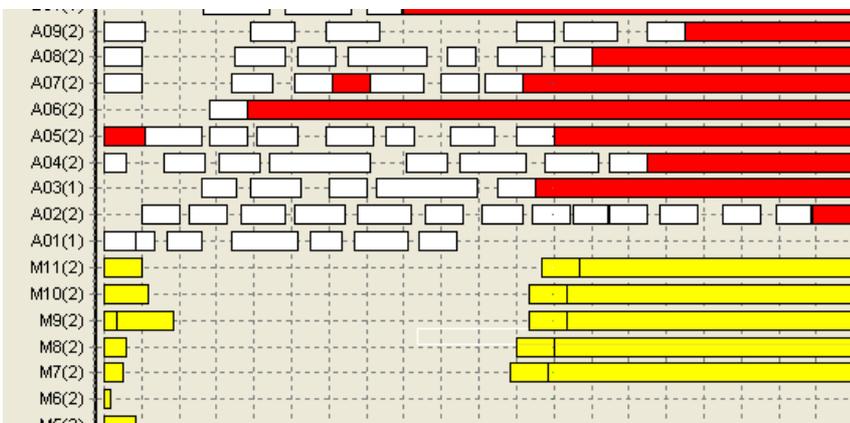
Counts can be made for passenger flow as well as runway movements and apron use. Runway and passenger counts can appear on the same count. From here the count can produce charts or details of the counts, handy for looking for moves to accommodate a new request. These counts can also be set to appear in the messages area where a message line can be checked to see if it fits, or if an offer is available.

There are also special counts for passenger counts in terminals using fire settings. How long it takes to clear an aircraft/seats combination. And compliance counts showing scheduled run and not run.



Stepping back a bit, I said that the counts can be made using “status bar” settings. These can include airlines and groups. To enable the program to work with airports all over the world, there are many settings that the user can make. Groups are helpful for many reasons. Apart from using the counts for overall numbers to check over capacity, counts for groups can be made to show the numbers for company groups, or code shares, alliances and the like. Groups of locations allow counts from say, a country or set of countries. Even groups of flight classes can be used. As for setting to make it work with multiple stations, many of the setting used in the program are user defined. It will work with any airport. This includes items like the way domestic with international onward flights behave and much more.

Apart from apron counts, with several behaviours, depending on requirements, the program has a full featured apron assign section. Once set up with apron numbers and sizes, the flights can be assigned stands. Note this part is also available as a separate module, fed by coordination data, for use at the airport.



Apron assign view has facilities to assign, alter and add flights and where they are gated. Using drag and drop to change the times and gates. This module is also available as a separate unit fed from the coordination system data.

Automatic assign depending on aircraft size and user settings for flight number plus other settings.

There is much more than this. Desk assign works on user defined criteria to assign check-in desks and show a

report much like the apron one above. Counts are also an option.

Gate view allows viewing of the gates. Similar to apron view, but showing the requirements for opening and closing gates.

The main data can also be used to create 8020 and compliance tables. These can be either a table created at handback time, or any time the user requires, or created blank and added to, for example each week. They are used together with data from the airport on the actual time, to get compliance (difference in scheduled to actual) reports or 8020 use it or lose it. The later being used to create SHL's, and historic data. 8020 data can also be created during the season for forecasting 8020 failures.

There are many reports built in the system for all kinds of use. Chapter 6 is well catered for allowing the user to create SIR's or any other Chapter 6 output.

Flight number	Day of Week	Total Req.	Total ToDate	Used ToDate	% ToDate	FailAt 80/20	Failed ToDate	Remain ToFail
0892	1 arr	1	1	1	100	0	0	0
0893	1 dep	1	1	1	100	0	0	0

Flight number	Day of Week	Total Req.	Total ToDate	Used ToDate	% ToDate	FailAt 80/20	Failed ToDate	Remain ToFail
0892	2 arr	1	1	1	100	0	0	0
0893	2 dep	1	1	1	100	0	0	0

Flight number	Day of Week	Total Req.	Total ToDate	Used ToDate	% ToDate	FailAt 80/20	Failed ToDate	Remain ToFail

Example of an 8020 report showing forecasts. These reports can create SHL's and the historic table used to check F and C/R initial requests.

Do your users require information in their inbox in the morning? Does your web site need data each night? All this and more can be done using the auto timed section. You can leave a PC at night to create SIR's and email or FTP to the requester each night. Send system reports; create peak week charts and much more.

Want a particular report? Ask for it, it may be added free of charge unless it is only usable by one airport. All reports in the system added have been requested and put in free of charge. And if one requests a report, everyone gets it as long as the maintenance is up to date.

Recently added, is the OCS client. This works off the OCS website to request information or changes via the web site. GA is also built in. This facility is available as an add-on to the main system.

For information on the system please contact me al@gatwicksoftware.com.



You won't regret choosing GSL to help you coordinate your airport.

From the Santa Claus

I really appreciate Pakistan for the wonderful article introducing tourism, airports and your staff. I learnt a lot from your article. Thank also PDC and GSL for their articles about the software for slot coordination and schedule facilitations. I also learnt a lot from those articles for the characteristic of the software and its uniqueness. I think this is a nice Christmas present especially for those who are thinking to introduce the software in slot coordination.



Looking back this year, it was the worst year for Japan I have ever experienced. The unprecedented earthquake, Tsunami, Nuclear Power Accident in March, landslides by Typhoon in August, September, stoppage of manufacturing in Thailand by flooding in November. I hope next year will be good for everybody.

By the way, 2012 is a year of “dragon” according to Chinese Zodiac which I was born under. You may guess my age, 36 or 48? I am truly hoping that next year will be prosperous and happy not only for myself but also for everybody since the Dragon is the mightiest of the zodiac signs.

Finally, all the staffs of JSC wish you a Merry Christmas and a Happy New Year. (H.T.)



Tokyo Midtown, in Roppongi

