

Asian Breeze (21)

(亜細亜の風)

Happy spring to you

18 April, 2012

Dear Coordinators and Facilitators in the Asia/Pacific regions. Finally ended cold and dark winter and spring has come to Tokyo with a full bloom of Sakura (Cherry) trees. April is the start of everything in Japan such as entrance to schools, entrance to companies and governments, and the new fiscal year. Cherry blossom is a symbol of spring and comes very well with this new start. Japanese people feel that Sakura trees are blessing this new start as the spring refreshes everything.

In this issue, we have received the contribution from Philippines featuring the country, tourism and Ninoy Aquino International Airport (NAIA). I hope you will find the article interesting.



Country of Philippines

The Philippines, officially known as the Republic of the Philippines, is a country in Southeast Asia in the western Pacific Ocean. Its location within the Pacific Ring of Fire and tropical climate make the Philippines prone to earthquakes and typhoons. The country is gifted with natural resources and of the richest areas of biodiversity found in the world.

With an estimated population of about 92 million people with, multiple ethnicities and cultures are found throughout the islands.



The national economy of the Philippines is the 45th largest in the world, with an estimated 2011 GDP (nominal) of \$216 billion. Primary exports include semiconductors and electronic products, transport equipment, garments, copper products, petroleum products, coconut oil, and fruits. Major trading partners include the United States, Japan, China, Singapore, South Korea, the Netherlands, Hong Kong, Germany, Taiwan, and Thailand. A newly industrialized country, the Philippine economy has been transitioning from one based on agriculture to services

and manufacturing. The country's total labor force of 38.1 million, employs close to 32% in the agricultural sector, 14% in the industrial sector, and the 47% in the services sector.

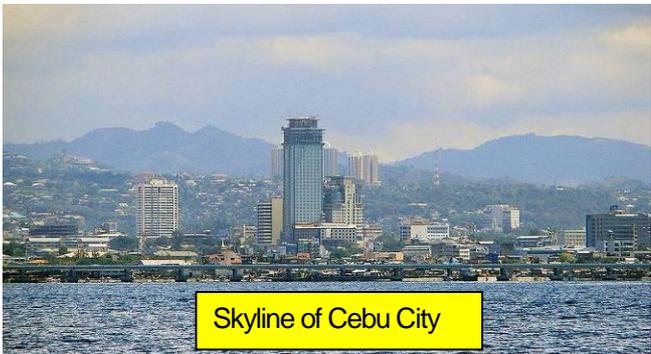
Tourism in the Philippines

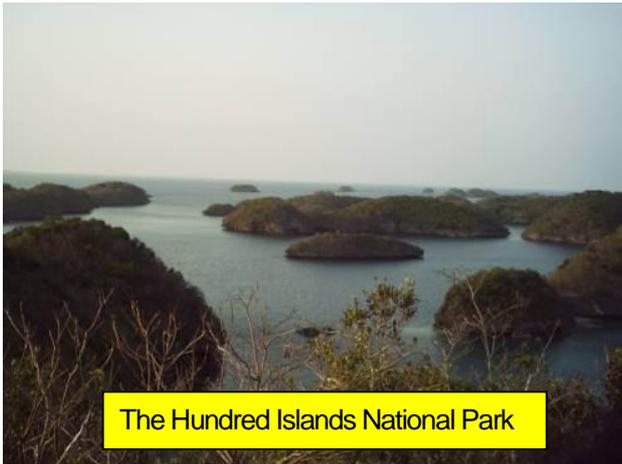
The Philippines is a country that contains a myriad of different cultures and influences. The face of modern Filipino culture has more influences from the Western world than any other Asian country. Most of these influences are a product of colonization and derived mainly from the cultures of Spain and the United States, with a secondary influence from Latin American cultures who were under Spain during the same period as the Philippines.



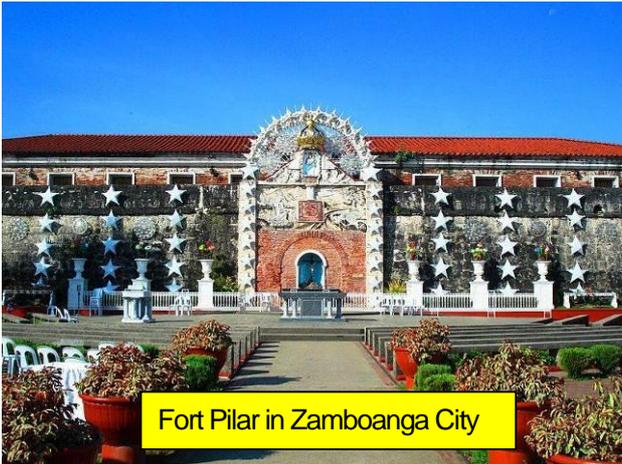
Despite the visual Western and Hispanic influences, the older Asian aspects of the Filipino culture is seen through the strength of filial piety, family and an emphasis on the group before the individual including the concept of maintaining social harmony, ancient cultural beliefs and mythology, complexities of local psychology, and accepted social etiquette between other Filipinos. Within Asia, this Western-Eastern juxtaposition is seen only in the Philippines, and continues to fascinate visitors to the country.

The gateway to the natural wonders in the Central Visayas, Cebu is a top tourist destination in the Philippines. The country's oldest street and city are found in this bustling metropolis where the urban sprawl is ever growing. Many tourists, who wish to stay away from the metro's hustle and bustle, are drawn to Cebu's hidden secrets: amazing dive sites, island resorts, white-sand islets, waterfalls, lakes, springs, mountain trails and countless wonders, all of which are a short bus ride away.





The Hundred Islands National Park

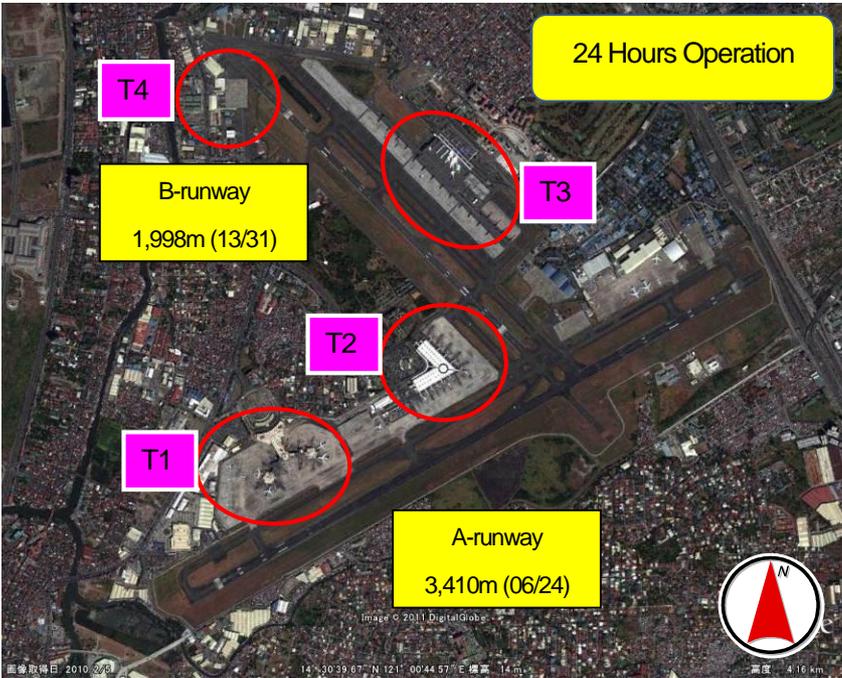


Fort Pilar in Zamboanga City

Ninoy Aquino International Airport (NAIA)

The Ninoy Aquino International Airport (NAIA), (IATA: MNL, ICAO: RPLL) is the airport serving the general area of Manila and its surrounding metropolitan area. Located along the border between Pasay City and Parañaque City, about seven kilometers south of Manila proper, and southwest of Makati City, NAIA is the main international gateway for travelers to the Philippines and is the hub for all foreign carriers. It is managed by the Manila International Airport Authority

(MIAA), a branch of the Department of Transportation and Communications (DOTC).



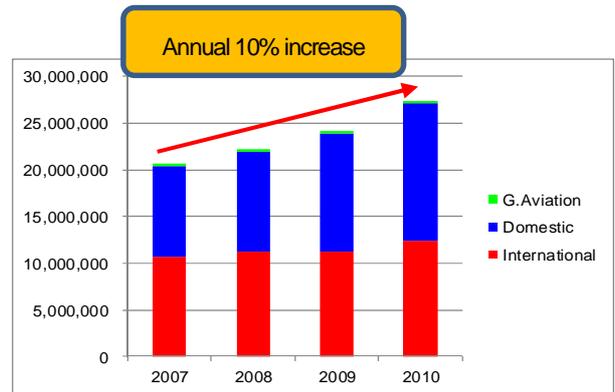
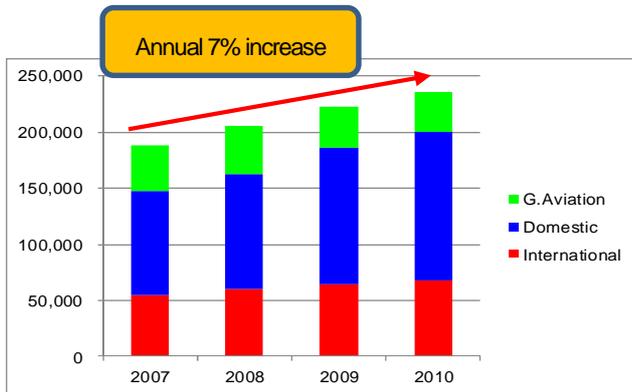
Officially, NAIA is the only airport serving the Manila area. The airport is named after the late Benigno “Ninoy” Aquino, Jr., who was assassinated at the airport in 1983. There are two runways, one is 3,410m (06/24) and the other is 1,988m (13/31) as cross wind runway. However, in practice, both NAIA and Diosdado Macapagal International Airport (DMIA), located in the Clark Freeport Zone in Angeles City, Pampanga serve the Manila area, with DMIA catering mostly to low-cost carriers that avail themselves of the lower landing fees than those charged at NAIA. In the long term DMIA is set to replace NAIA as the primary airport of the Philippines.

Air Traffic Record

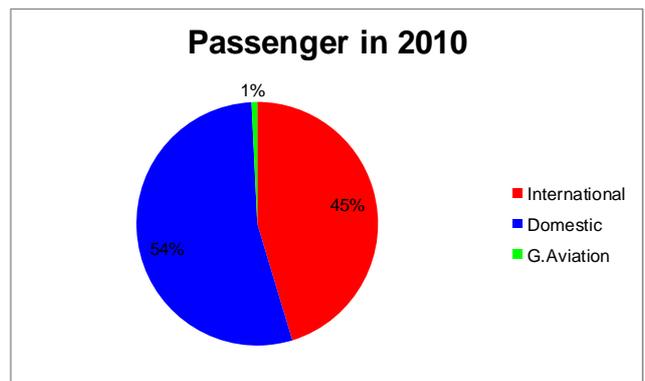
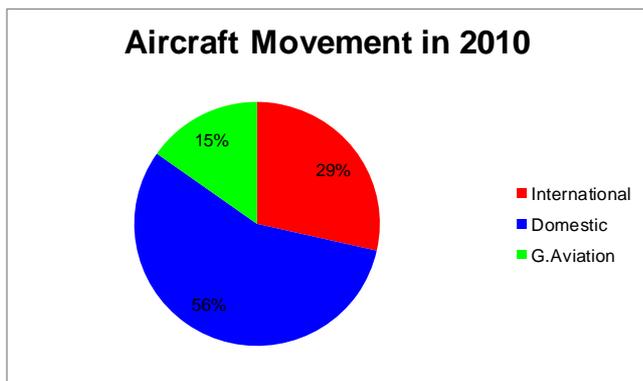
In 2010 the airport saw the growth of 13.3% to 27.3 million passengers, and ranks as 51 in the world's busiest airports by passenger traffic. The aircraft movement has also increased by 6% to 235,995 in 2010. The average annual growth rate for the past is about 7% for aircraft movement and 10% for passengers showing the stable increase of traffic and passengers.

Movement	2007	2008	2009	2010
International	54,643	60,525	64,356	67,321
Domestic	92,648	101,927	121,310	132,787
G.Aviation	41,506	42,794	37,122	35,887
Total	188,797	205,246	222,788	235,995

Passenger	2007	2008	2009	2010
International	10,724,715	11,273,367	11,203,244	12,380,601
Domestic	9,707,219	10,720,363	12,680,142	14,736,124
G.Aviation	261,812	259,428	225,168	204,395
Total	20,693,746	22,253,158	24,108,554	27,321,120



There are 31 foreign air carriers serving long haul and medium haul international flights at NAIA. There are four Philippine carriers; Philippines Airlines, Cebu Pacific, Airphil Express and Zest Airways.



Terminal Buildings

There are four terminal buildings at the airport. Terminal 1 is located north side of runway (06/24) which is used by most of international carriers. Terminal 2 is located at the intersection of runway (06/24) and runway (13/31) which is used exclusively by Philippine Airlines for domestic and international flights. Terminal 3 is located east side of runway (13/31) is used by Cebu Pacific and Airphil Express and one international airlines. Terminal 4 is located at

the north end of runway (13/31) which is used by Zest Airways for domestic local flights.

Terminal 1

The Terminal 1 (NAIA-1) was completed in 1981 and had a size of 67,000m² with a design capacity of 4.5 million passengers per year. The DOTC previously announced that as soon as Terminal 3 becomes fully operational, Terminal 1 would be rehabilitated into an "Airport City", with the intention of Cebu Pacific Airways to convert Terminal 1 as their exclusive terminal. This terminal currently handles all international flights except those operated by Cebu Pacific and Philippine Airlines.



Terminal 2

The terminal 2 (NAIA-2) located at the Old MIA Road was completed in 1998 and began operations in 1999. It has been named the Centennial Terminal in commemoration of the centennial year of the declaration of Philippine independence. The 75,000 m² terminal was originally designed by Aéroports de Paris to be a domestic terminal, but the design was later modified to accommodate international flights. It has a capacity of 2.5 million passengers per year in its international wing and 5 million in its domestic wing; it is possible to accommodate nine million passengers per year if required. Terminal 2 is for the exclusive terminal of Philippine Airlines and is used for both its domestic and international flights. It currently has 12 boarding bridges.



Terminal 3

The Terminal 3 (NAIA-3) is the newest and biggest terminal in the NAIA complex, construction begun 1997. It was one of the most controversial projects the Philippine government has become involved with. Legal battles and red tape, especially international cases in both the United States and Singapore as a result of mismanagement of the project by the Arroyo government, as well as technical and safety concerns, delayed the opening several times.

The terminal officially opened to selected domestic flights of Cebu Pacific on 22 July 2008 followed by Airphil Express. Cebu Pacific operated international flights on 1 August, 2008. All international operations, except PAL, are intended to operate from Terminal 3 in the future. It was originally



proposed that the transfer would happen in the fourth quarter of 2010. However, Cebu Pacific and Air Philippines remain the only tenants for the first two years of its operation. The vast majority of international carriers operate from Terminal 1, with All Nippon Airways being the first (and so far only, as of March 2012) overseas-based carrier to operate out of Terminal 3.

Terminal 4

The Domestic terminal is host to all domestic flights within the Philippines operated by Zest Airways, South East Asian Airlines and Sky Pasada. There are no jet bridges and passengers walk to and from the aircraft or are occasionally bussed. There are twenty six check-in counters at the Terminal. The departure hall has the seating capacity for 969 people at a time. Several food stores and a book and magazine stall are also available. Five baggage carousels are located in the terminal while Domestic airline offices, banks, restaurants and a grocery store are also located right beside the Domestic passenger terminal.

Current Situation of Slot Coordination

International Air Transport Association (IATA) conducted an analysis of slot situation at NAIA last October and found out that the airport is very congested. It was then recognized that the proper coordination mechanism should be introduced at NAIA. So, the slot coordination is now in transition mode to mitigate this congestion.

APACA/4 meeting at SC130

The fourth meeting of Asia/Pacific Airport Coordinators Association (APACA) will be held from 17:00 to 18:00 on Friday 15 June at SC130 in Barcelona, Spain. The meeting room for APACA/4 is M129 & M130 on 1st floor of CCIB. The agenda of APACA/4 meeting will be circulated shortly. It is highly appreciated many participants as possible will show up at the meeting.

From the Chief Editor

I really appreciate the wonderful contribution from Philippines and I learnt a lot from this article. The importance of independent slot coordination office was discussed at the previous APACA/3 meeting. As the Philippines is now in a transition mode to solve the congestion, it might be a good idea that we can share the similar experiences among Asia/Pacific coordinators and facilitators.

Cherry blossom in Tokyo is almost over. Sakura front line is now going up to Northern part of Japan and reaches Hokkaido in the middle of May. You can still appreciate Sakura trees at different places in northern parts of Japan for more than one month. Having finished this issue, I should follow Sakura front line to further north to enjoy drinking Sake and singing songs under the Sakura trees. Japanese are crazy about having a party under Sakura trees. (H.T.)

