

# Asian Breeze (29)

(亜細亜の風)

Happy Summer Vacations to you

8 August, 2013

Dear Coordinators and Facilitators in Asia/Pacific region. You must be enjoying the summer vacations. This year we are experiencing the extraordinary hot and muggy summer here in Tokyo. Japan used to be located in the temperate zone, but any more now. I feel like Japan is now located in the subtropical zone due to the global warming. As a matter of fact, it rains like a waterfall within a short period of time causing a flooding and landslide in the mountain areas. The occurrence of this kind of heavy rainfall is getting higher and higher in recent years. So much for climate change.

You can't miss the firework displays and summer festivals during the summer in Japan. Over 1,000 places, the firework displays will take place in July and August. It is a breathtaking to watch more than 10,000 fireworks to be launched within two hours or so. The summer festivals take place during Obon period (middle of August) which is a Japanese Buddhist custom to honor the spirits of one's ancestors. This Buddhist-Confucian custom has evolved into a family reunion holiday during which the spirits of ancestors are supposed to revisit the household altars.



I have received a wonderful contribution from Airport Coordination Germany (Fluko) featuring their organization and the airports they are in charge of. I hope you will find it interesting and useful.

Airport Coordination Germany (Fluko)

The European Slot Regulation demands explicitly that the Airport Coordinator executes his duties in an independent, impartial, non-discriminatory and transparent manner. Due to the considerable competitive and commercial effects of slot allocation, already in 1972 the German legislative has made airport coordination a public office under the supervision of the federal government (Federal Ministry of Transport, Building and Urban Development) with the aim to use the available capacity to an optimum. The Airport Coordinator and his staff are a part of the federal administration with headquarters in Frankfurt. As appointee, the Airport Coordinator therefore works within the framework of powers assigned to him as office holder.

In order to offer a 24hour service, the assistance of the Aeronautical Information Services (AIS) has been

commissioned to allocate slots at short notice for General Aviation operators and also to offer an on-call service for outside of office opening hours.

The Airport Coordinator is responsible for the coordination (binding slot allocation), schedule facilitation and slot monitoring of all inbound and outbound flights according to Instrument Flight Rules (IFR) operating to the 16 international airports in Germany.

In addition to the scheduled and charter traffic, the coordination duties of the Airport Coordinator also include the coordination of general aviation flights, business flights, private flights and military flights. In 2012 the Airport Coordinator's team coordinated 2.1 million inbound and outbound flights to German airports. 2,008,348 of these flight movements were attributed to scheduled and charter traffic and 118,117 to general aviation.

The Airport coordinator is also responsible for slot monitoring.

Specific points to be checked are whether

- operated, compulsory coordinated flight movements were coordinated duly
- coordinated slots were operated duly
- un-used slots were handed back on time
- an airline's published schedule corresponds to the slots coordinated

#### Financial Scheme

In 1992 a system of self-financing replaced the previous method of financing by means of air navigation fees and directly from the federal budget. As is internationally common, since 1st January 1993 the expenses for airport coordination were covered by the airspace users, in Germany between 1993 and 2012 100% by the German airlines and owners of aircraft.

Since January 2013 the airlines, owners of aircraft with a German registration and the coordinated and schedule facilitated German airports share the annual costs. Every year the Federal Ministry of Transport, Building and Urban Development determines the cost unit rate per slot which the airport coordination then charges to the users according to the amount of their requested slots.

In order to ensure the economic basis as well as transparency, an airport coordination interest group advises the Airport Coordinator and the Ministry. Members are representatives from German airlines as well as BARIG, representing all active airlines on the German market, representatives for general aviation operators and since 2013 also representatives from the German airports.

## Airports in Germany

Germany, officially the Federal Republic of Germany, is a country in Central and Northern Europe. It is bordered to the north by the North Sea, Denmark, and the Baltic Sea; to the east by Poland and the Czech Republic; to the south by Austria and Switzerland; and to the west by France, Luxembourg, Belgium, and the Netherlands.

There are about 65 civil airports in Germany. Out of 65, 6 airports are categorized as level 3 airport and 10 airports are categorized as level 2 airport. Level 3 airports are Berlin-Schönefeld (SXF), Berlin-Tegel (TXL), Düsseldorf (DUS), Frankfurt (FRA), Munich (MUC) and Stuttgart airport (STR). Level 2 airports are Bremen (BRE), Cologne (CGN), Dresden (DRS), Erfurt (ERF), Hamburg (HAM), Hannover (HAJ), Leipzig (LEJ), Münster (FMO), Nuremberg (NUE) and Saarbrücken airport (SCN).



### Berlin Schönefeld International Airport (SXF)

Berlin Schönefeld Airport (IATA: SXF, ICAO: EDDB) is an international airport located near the town of Schönefeld in Brandenburg, directly at the southern border of Berlin and 18 km southeast of the city center. Schönefeld was the major civil airport of East Germany, and the only airport serving East Berlin. Schönefeld Airport is situated outside the city proper, unlike Berlin Tegel Airport. Noise pollution is, therefore, less of an issue at Schönefeld.

Schönefeld Airport saw a major increase in passenger numbers over the recent years, which was caused by the opening of bases for both EasyJet and Germanwings. In 2008, the airport served 6.6 million passengers. At the start of the winter season in 2012 Germanwings left Schönefeld for Berlin-Tegel due to the association with Lufthansa.

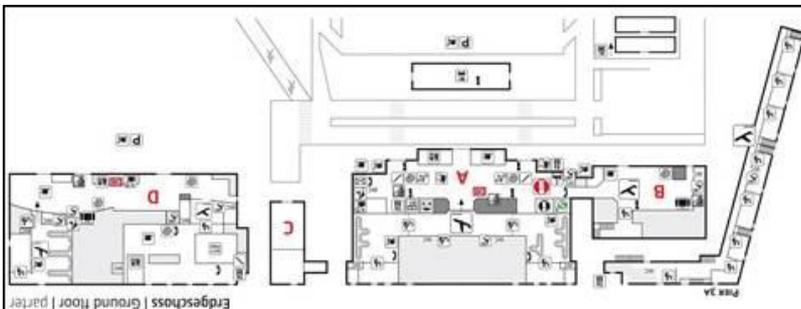
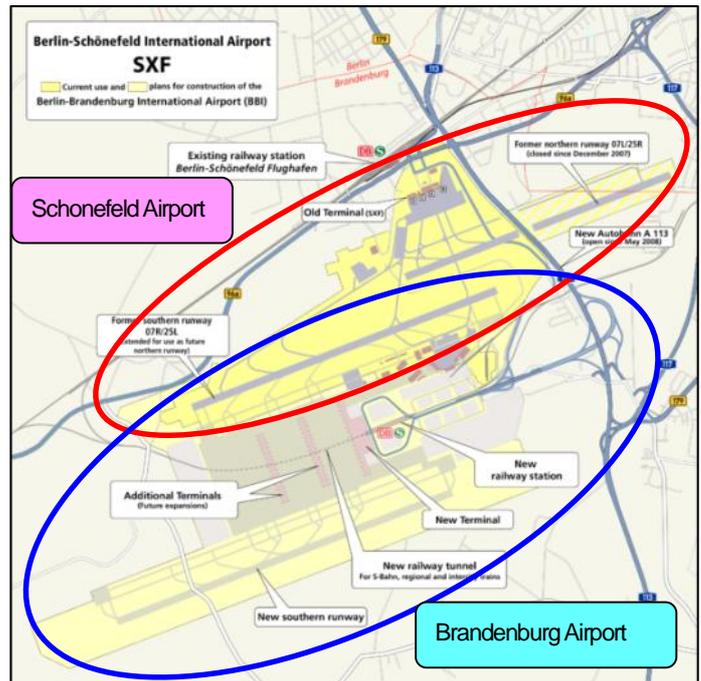


There is one runway of 3,600m (07/25) at the airport. There used to be a close parallel runway of 07L/25R which was closed in December 2007. New Berlin Brandenburg Airport at the current site of Schönefeld Airport will share

the current runway. Most of the airport, including the terminal and apron areas, will undergo complete urban redevelopment following its closure.

Schönefeld Airport has four terminals (A, B, C, D), though this only applies for check-in, as there is only one jointly used airside concourse.

The main building is the original part of the airport. It houses check-in for Terminals A and B. Terminal A features check-in counters A01–A18, with the largest user being Ryanair. Terminal B, in a side wing, was originally reserved for transit passengers to and from West Berlin, who took advantage of cheaper air fares and package tours arranged by an East German travel agency. Nowadays, it is used exclusively by easyJet (check-in counters B20–B29), which gave it the name easyJet-Terminal. The airside consists of three jet bridges as well as several walk-boarding aircraft stands located at Pier 3a, an extension that was opened in 2005.



Terminal C was originally built to accommodate flights to Israel. It was reconfigured in 2008 and now handles sightseeing trips and flights in connection with special events. Some flights are operated on a vintage raisin bomber DC-3.

Terminal D was opened in December 2005 due to rapidly growing passenger numbers. Being nearly identical to Terminal C at Tegel Airport, it features check-in counters D40–D57, which are mainly used by Condor.

Following German reunification in 1990, operating three separate airports (Tegel, Schönefeld and Tempelhof airport, which was closed in 2008) became increasingly cost prohibitive, leading the Berlin legislature to pursue a single airport that would be more efficient and would decrease the amount of aircraft noise from the airport within the city. Therefore, it was decided to erect Berlin Brandenburg Airport at the current site of Schönefeld Airport, originally scheduled to open in autumn 2012. For various reasons, mainly issues with the fire alarm/safety system, the opening has been postponed to 2014.

## Berlin Tegel International Airport (TXL)

Berlin Tegel "Otto Lilienthal" Airport (IATA: TXL, ICAO: EDDT) is the main international airport in Berlin. It is situated in Tegel, a section of the northern borough of Reinickendorf, 8 km northwest of the city center of Berlin. In 2010, the airport served just over 15 million passengers, making it by far the biggest airport serving Berlin and the fourth busiest airport in Germany.

Tegel Airport is a hub for Air Berlin, and serves as a focus city for Lufthansa. Air Berlin has a share of 40% of the scheduled commercial flights and the Lufthansa Group 30%. Tegel Airport is notable for its hexagonal main terminal building around an open square, which makes for walking distances as short as 30m from the aircraft to the terminal exit. It will come to an end with Tegel's closure to commercial traffic when the new Berlin Brandenburg Airport opens in 2014.

There are two close parallel runways; one is 3,023m (08L/26R) and the other is 2,428m (08R/26L).

Tegel airport consists of four terminals. As the airport is small compared to other major airports, these terminals might be regarded as "halls" or "boarding areas"; nevertheless, they are officially referred to as "terminals".

The main building is the original part of the airport. It consists of two parts: Terminal A is a hexagon-shaped ring concourse with a parking area, taxi stands and bus stops in its middle. It features 14 jetways (all other terminal feature movable stairs for boarding)



which correspond to 16 respective check-in counters (A00–A15), with jetways 1 and 14 each serving two check-in counters. There is no transit zone, which means that each gate has its own security clearance checkpoint and exit for arriving passengers. Therefore, direct flight connections are not possible. All major airlines arrive and depart here (especially "prestigious" flights like intercontinental services or flights to the busy European hub airports). The whole rooftop works as a visitor platform. Terminal A is capable of handling wide-bodied aircraft like the Boeing 767 on two positions.

Terminal B (also called "Nebel-Hall" after German spaceflight pioneer Rudolf Nebel) is a converted former waiting area in a side wing of the main building (check-in counters B20–B39). There is one big bus-boarding gate directly serving it.

Terminal C was opened in May 2007 as a temporary solution (as the airport is scheduled for closure once Berlin

Brandenburg Airport opens, no earlier than 2014) because all other terminals were full to capacity. It is largely used by Air Berlin, which gave it the name Air-Berlin-Terminal. It features 26 check-in counters (C40–C57, C60–C67) and 8 walk-boarding and 7 bus-boarding aircraft stands. From 2008 until August 2009, 5 additional aircraft stands were constructed and the building was expanded by approximately 50% of its original size, in order to handle another 1.5 million passengers per year. The extended terminal now houses a transit zone for connecting passengers (which did not exist at any other terminal). Due to noise protection treaties, the overall number of aircraft stands at Tegel airport is restricted, thus aircraft stands on the apron (serving Terminals A and D) had to be removed for compensation. Terminal C is able to handle widebody-aircraft like Air Berlin's Airbus A330, but no jetway bridges are available.

Terminal D, a converted car park, was opened in 2001. It features 22 check-in counters (D70–D91), with 8 bus-boarding gates and two walk-boarding gates. Most passengers of airlines operating smaller aircraft are brought to the remote aircraft stands by bus from here. The lower level called Terminal E is used as arrival area. This is the only part of the airport that remains open all night long for transfer passengers.

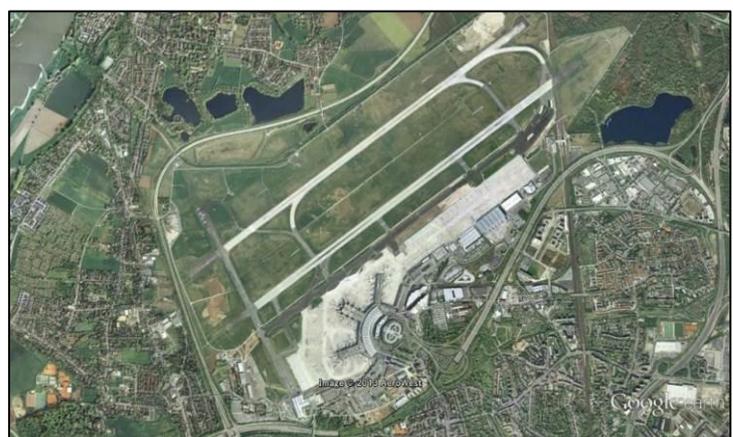


Tegel Airport was originally planned to have a second hexagonal terminal like the main building. The second terminal ring was never built because of Berlin municipal budgetary constraints and the post-reunification decision to replace the former West Berlin airports with the New Berlin Brandenburg Airport.

Düsseldorf International Airport (DUS)

Düsseldorf Airport (IATA: DUS, ICAO: EDDL) is the largest airport in North Rhine-Westphalia, Germany, and the third largest airport in Germany, handling 20.8 million passengers in 2012.

Düsseldorf Airport is located in Düsseldorf, the state capital of the federal German state North Rhine-Westphalia, approximately 7 km north of downtown Düsseldorf, and some 20 km south-west of Downtown Essen and some 50km north of Cologne. With some 18 million people living in the direct catchment area of the airport (=100km radius around DUS), the airport is located in one of the most populated



areas in Europe. The airport is accessible via an extensive ground transportation infrastructure, including its own motorway- section - part of the autobahn 44 (which connects to autobahn 52, 57 and 3) - and two railway stations - one of which for high-speed, long-distance trains. Düsseldorf SkyTrain operates as an inter-terminal people-mover within the airport.

The airport serves as an airline hub for Air Berlin and Lufthansa, the airport's largest and second-largest airlines; along with their Oneworld and Star Alliance airline partners - both offering about 300 daily flights to 53 destinations. Turkish Airlines is the largest foreign airline to operate from Düsseldorf International. The airport handles on up to 750 takeoffs and landings per day with a total of 60 airlines offering flights to 180 non-stop-destinations.

There are two close parallel runways: one is 3,000m (05R/23L) and the other is 2,700m (05L/23R).

Düsseldorf Airport has three concourses connected by a central terminal building. The airport provides 85 aircraft parking positions, thereof 58 remote and 27 at the concourse equipped with jet bridges.



### **Concourse A**

Concourse A was opened in 1977 and has 16 gates (A01–A16) used by Lufthansa Group Airlines and Star Alliance members (e.g. Aegean Airlines, Air China, Austrian Airlines, Croatia Airlines, LOT Polish Airlines, Scandinavian Airlines, TAP Air Portugal and Swiss International Airlines). Concourse A houses a Lufthansa Business Lounge and a Lufthansa Senator Lounge. It was refurbished fundamentally for two years after the conflagration in 1996.

### **Concourse B**

Concourse B was originally opened in 1973 and has 11 gates (B01–B11) used mainly for domestic and EU-flights to Schengen Countries by Air Berlin and SkyTeam and Oneworld members (British Airways, KLM, Finnair, Iberia, Air France and Czech Airlines). Also located within the terminal are leisure carriers such as TUIfly and Condor. Concourse B houses an observation deck and Hugo Junkers Lounge, a common user lounge open for all airlines. After the large fire in 1996 the whole terminal building was torn down and reconstructed. It was reopened in 2001.

### **Concourse C**

Concourse C was opened in 1986 and has 8 gates (C01–C08) used exclusively for non-Schengen-flights by non-Star Alliance airlines. These are long-haul flights - among others - by Air Berlin, Delta Air Lines, American Airlines, Emirates, Etihad Airlines and Mahan Air. Besides those long haul flights, services e.g. to Turkey, Russia

and the United Kingdom depart from concourse C. It houses the common user lounge “open sky” and the Emirates Lounge. Concourse C was the least affected Terminal after the fire in 1996. It was still reopened in 1996 after intensive maintenance works. Thus it was the only usable Terminal at Düsseldorf Airport for a couple of years.

All three Concourses feature various bus gates, too.

### Executive Terminal

Jet Aviation operates a small terminal, solely for private and corporate customers.

## Frankfurt International Airport (FRA)

Frankfurt am Main Airport (IATA: FRA, ICAO: EDDF), commonly known as Frankfurt Airport, is a major international airport located in Frankfurt, Germany. The airport houses a long-distance as well as a regional train station and has direct access to the intersection of German’s most important autobahns.

Run by transport company Fraport, Frankfurt Airport is by far the busiest airport by passenger traffic in Germany, the third busiest in Europe (after London Heathrow and Paris-Charles de Gaulle) and the 11th busiest worldwide in 2012. Passenger traffic at Frankfurt Airport in 2012 was 57.5 million. As of winter 2012/2013, Frankfurt Airport serves the most



international destinations in the world, serving 264 destinations in 113 countries. With a freight throughput of 2.07 million metric tons in 2012, it is the second busiest airport in Europe by cargo traffic. The southern side of the airport ground was home to the Rhein-Main Air Base, which was a major air base for the United States from 1947 until 2005, when the air base was closed and the property was acquired by Fraport.

Frankfurt Airport is the main hub of Lufthansa, Germany's flag carrier, and of Condor. Due to capacity constraints in Frankfurt, Lufthansa has established a secondary hub at Munich Airport, where many key medium and long-haul routes are available.

There are three parallel runways; they are 4,000m (07R/25L), 4,000m (07C/25C) and 2,800m (07L/25R) and one cross wind runway of 4,000m (18). Runway of 2,800m (07L/25R) is used for landings only. The opposite end of cross wind runway 18, which if marked would be Runway 36, is unused. Runway 18



is used for take-offs only.

The airport has been expanded several times since its opening in 1936 and has now two large terminals (Terminal 1 and Terminal 2), with a capacity of approximately 65 million passengers yearly, and four runways. In recent years, major construction works were necessary to make the airport compatible for the Airbus A380, including a large A380 maintenance facility, because Lufthansa has stationed its A380 aircraft fleet at Frankfurt Airport. On October 20, 2011, the fourth runway went into operation, which will allow the airport to meet the predicted demand of about 700,000 aircraft movements in 2020. To handle the predicted passenger amount of about 90 million in 2020, a new terminal section adjacent to Terminal 1 for an additional six million passengers opened on October 10, 2012, and a large third terminal for 25 million passengers is scheduled to be built beginning in 2015.

Frankfurt Airport has two large passenger terminals and a smaller First-Class-Terminal which is exclusively used by Lufthansa. Unlike other international airports the terminal operations are grouped for airlines and airline alliances rather than flight destinations (domestic or long-haul routes).

### **Terminal 1**

Terminal 1 is the older and larger one of the two passenger terminals. It is divided into concourses A, B, C and Z and has a passenger capacity of approximately 50 million. The landside is 420m long. Terminal 1 is primarily used by Lufthansa, Lufthansa's associated companies (Swiss, Austrian Airlines, Brussels Airlines and Air Dolomiti) and Star Alliance partners (e.g. Air Canada, Air China, All Nippon Airways, Scandinavian Airlines, Singapore Airlines, South African Airways, Thai Airways International, Turkish Airlines, United Airlines). On October 10, 2012, a 800m long westward expansion of Terminal called Pier A-Plus went into operation. The new terminal section will exclusively be used by Lufthansa and Star Alliance partners. It provides more docking stations for serving wide-body aircraft like the Airbus A380 and allows Lufthansa to concentrate all U.S. flights at the two A-Piers for easier and faster transfer processes.

Terminal 1 is functionally divided into three levels, the departures level in the upper deck with check-in counters, the arrivals level with baggage claim areas at ground level and, underneath, a distribution level with access to the regional station and underground and multilevel parking. Departures and arrivals levels each have separate street approaches. A bus station is located at arrivals level. A satellite view of Terminal 1 shows it to have 54 gates equipped with jetways (25 in Concourse A, 18 in Concourse B, 11 in Concourse C). Frankfurt Airport's official website shows a total of 103 gates (a figure which includes "stand" gates, which are gates with no jetways).



## Terminal 2

Terminal 2 was opened in 1994 and is divided into concourses D and E. A continuous concourse between 1C and 2D provides direct, but non-public access between the two terminals. Terminal 2 has a passenger capacity of approximately 15 million. It is primarily used by Oneworld partners (e.g. Air Berlin, American Airlines, British Airways, Cathay Pacific, Iberia, Japan Airlines, S7 Airlines) and SkyTeam partners (e.g. Aeroflot, Air France, Alitalia, Delta Air Lines, KLM Royal Dutch Airlines). Terminal 2 has eight gates with jetways and 34 stands, a total of 42 gates.

Passengers and visitors can change terminals with the people mover system SkyLine which has stops at Terminal 1 AZ (passengers only), Terminal 1 BC and Terminal 2 DE. The travel time between the terminals is 2 minutes with trains arriving every 2-3 minutes during a day. Additionally there is a regular bus service between the terminals.

## Lufthansa First Class Terminal

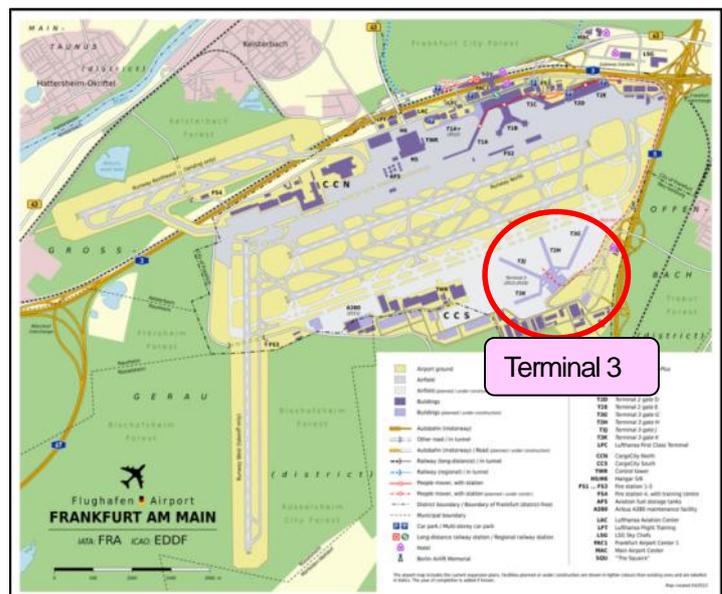
Lufthansa operates a separate First Class Terminal near Terminal 1 for the use of its first class passengers. The terminal can only be used by passengers flying Lufthansa First Class or Lufthansa's Miles & More HON Circle members. They also must be departing on a flight operated by Air Dolomiti, Austrian Airlines Group, Lufthansa, Lufthansa Regional or SWISS. Passengers flying other Star Alliance partners in First Class do not have access to the First Class Terminal. The terminal has 200 staff and is used by about 300 passengers daily. It provides individualized security screening and customs facilities, valet parking, a white-linen restaurant, a cigar room and bubble baths. Passengers clear exit immigration controls in the terminal and then are driven from the terminal directly to their aircraft by a chauffeured Mercedes-Benz S-Class, Porsche Panamera or Porsche Cayenne.

## Future expansions

With the inauguration of the fourth runway in October 2011, the airport should be able to handle the predicted demand of about 700,000 aircraft movements in 2020. To handle the predicted passenger amount of 90 million in 2020, a third terminal is scheduled to be built south of the existing terminals beginning in 2015.

## Terminal 3

Fraport plans to build a large new terminal south of the existing terminals at the ground of the former Rhein-Main Air Base. The new Terminal 3 should be able to house up to 25 million passengers and will feature 75 new aircraft positions. An extension of the people mover system SkyLine is planned to transport people to Terminal 1, the airport railway stations and Terminal 2.



## Munich International Airport (MUC)

Munich Airport (IATA: MUC, ICAO: EDDM) is an international airport located 28.5 km northeast of Munich, Germany, and is a hub for Lufthansa and Star Alliance partner airlines. It is located near the old city of Freising and is named in memory of the former Bavarian Prime minister Franz Josef Strauss. The airport is located on the territory of four different municipalities: Oberding (location of the terminals; district of Erding), Hallbergmoos, Freising and Marzling (district of Freising).



Between 1995 and 2006, passenger numbers doubled from under 15 million per annum to over 30 million, despite the impact of the 11 September attacks in 2001 and 2002. In 1996, the airport overtook Düsseldorf as Germany's second busiest airport and currently handles almost twice as many passengers as the country's third busiest airport. However (once the new airport opens), Berlin is expected to catch up in terms of passenger numbers. Munich Airport serves as Lufthansa's second hub in Germany besides Frankfurt.

Munich Airport is the second busiest airport in Germany in terms of passenger traffic behind Frankfurt Airport, and the seventh busiest airport in Europe, handling 38,360,604 passengers in 2012. It is the world's 12th busiest airport in terms of international passenger traffic, and was the 27th busiest airport in the world in 2011.

There are two open parallel runways; one is 4,000m (08R/26L) and the other is 4,000m (08L/26R).

### Terminal 1

Terminal 1 is the older terminal and commenced operation when the airport was opened on 17 May 1992. It has a total capacity of 25 million passengers per annum and is subdivided into five Modules designated with capital letters A, B, C, D and E. Modules A through D provide all facilities necessary to handle departures and arrivals, including landside drive-by lanes and parking, whereas module E is only equipped to handle arrivals. This design essentially makes each module a self-contained sub-terminal of its own, which is small and comfortable despite the total size of the terminal. Hall F is separate, located near Terminal 2 and handles flights with increased security requirements, i.e. those to Israel. Further, check-in for some flights departing from Terminal 1 is located in the Central Area Z.



The 1,081m pier features 21 jet bridges, two of which have been rebuilt into waiting halls for bus transfers. There

are further 60 waiting positions on the apron, some of which are equipped with specially-designed apron jet bridges, to which passengers are brought by bus. This unique concept allows passengers to board with full protection from the weather but without the high investments required for full satellite terminals connected through a passenger transport system.

Terminal 1 currently handles all flights from airlines that are not members of Star Alliance. However, due to lack of capacity at Terminal 2, Lufthansa subsidiary Germanwings and former affiliate Condor moved back to Terminal 1. Further, Hall F handles flights to Israel from all airlines.

## **Terminal 2**

Terminal 2 commenced operation on 29 June 2003. It has a design capacity of 25 million passengers per year. However, having been designed as a hub terminal for Lufthansa and Star Alliance members, it is not divided into modules. Instead, all facilities are arranged around a central Plaza.

Due to security regulations imposed by the European Union, the terminal has been equipped with facilities to handle passengers from countries considered insecure, i.e. not implementing the same regulations. This required the construction of a new level as, unlike other airports, the terminal does not have separate areas for arriving and departing passengers. The new level 06 opened on 15 January 2009.

The pier, which is 980m long, is equipped with 24 jet bridges. As the total number of waiting positions of 75 on the East Apron is not always sufficient, Terminal 2 sometimes also uses waiting positions on the West Apron, to which passengers are carried by airside buses.

Terminal 2 has two main departure level, 04 and 05 and additional Bus gates on the lower level 03. Gates on level 05 (H) are designated Non-Schengen Gates. Until the new level 06 opened the northernmost gates were behind an additional security checkpoint for departures to the USA most of the day. The lower level 04 (G) contains Schengen gates. The bus gates on level 03, also designated G, are Schengen gates, too.

The terminal is operated by Terminal-2-Betriebsgesellschaft, which is owned by Flughafen München GmbH (60%) and Lufthansa (40%). This makes Terminal 2 the first terminal in Germany which is co-operated by an airline. There is a baggage sorting hall on the apron, which is planned to be extended into a satellite terminal for Terminal 2.

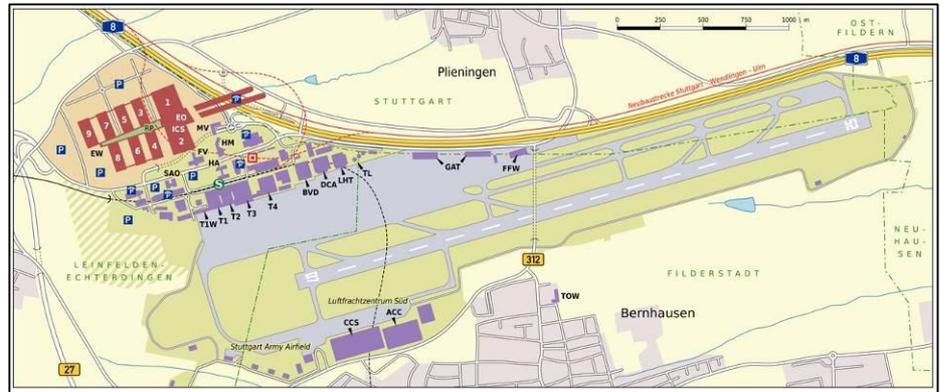
Stuttgart International Airport (STR)

Stuttgart Airport (IATA: STR, ICAO: EDDS) is an



international airport located approximately 13km south of Stuttgart, Germany. The airport lies on the boundary between the nearby town of Leinfelden-Echterdingen, Filderstadt and Stuttgart itself. It is the 6th most important airport in Germany and the main airport of the federal state Baden- Württemberg – a prosperous region famous for its automotive industries, inventors and beautiful holiday resort - with 9,735,087 passengers in 2012.

It is an important hub for the German airlines Germanwings and Air Berlin. Two intercontinental nonstop destinations are offered by Delta Air Lines (Atlanta) and United (Newark). In 2007, the Stuttgart Trade Fair - the ninth biggest exhibition center in Germany moved to grounds directly next to the airport, raising the profile of the airport.



There is one runway of 3,345m (07/25).

## Introduction of our members

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## Our computer system for coordination

Fluko is using the IT-System SAMS (Slot Allocation and Monitoring System) for the coordination and facilitation of the 16 coordinated and facilitated airports in Germany. It is a highly automated and powerful client/server based slot coordination system and is in operation at Fluko in different versions since 2002. It is used to optimize and simplify all tasks in the slot coordination and monitoring process, including online coordination 24/7. SAMS is very flexible and offers the possibility to react quickly to the changing requirements of the coordination business like e.g. the introduction of new capacity constraints, new runways, terminals, night curfews, night restrictions, night bans etc. A high percentage of all requests (SCR, SMA, SIR, WCR, WIR, GCR, GIR etc.) are processed and answered by SAMS fully automatically. SAMS is in operation also in Hungary since 2005 and will be in use in the Netherlands from October 2013 onwards including a new version of the online coordination Portal. SAMS has been programmed and designed in cooperation between Fluko and T-Systems Germany and is owned by Fluko.

## Location Map of our office

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## Good Memories of Copenhagen



### From the Chief Editor

I would like to express my sincere appreciation to Airport Coordination Germany (Fluko) for the nice article of its organization and airports. I learnt a lot from this article. It is fantastic to know New Berlin Brandenburg Airport will replace Berlin Schonefeld Airport and Berlin Tegel Airport in 2014. This is the most promising airport project serving Berlin, the capital of Germany. I am wondering how quickly New Berlin Brandenburg Airport will become the busiest airport in Germany in the future. I was also surprised to know that a 24 hour service is provided with the assistance of AIS in Germany. Having finished this issue, I will take the summer vacations next week to go back to my hometown to spend with my family enjoying firework displays and the summer festivals there. I hope you all will have a wonderful summer vacations. (H.T.)

