

# Asian Breeze (35)

(亜細亜の風)

Happy Summer Vacations to you

1 August, 2014

Dear Coordinators and Facilitators in Asia/Pacific region. Hot and muggy summer season has come to Japan. Speaking of summer, summer festivals go very well which are taking place all over Japan now. The most famous summer festivals in Japan is the Gion Festival (祇園祭: Gion Matsuri) which takes place annually in Kyoto.

It goes for the entire month of July and is crowned by a parade, the Yamaboko Junko (山鉦巡行) on July 17 and July 24. Yamaboko Junko is the parade of Yama floats (山) and Hoko floats (鉦). The most fascinating is Hoko floats which weigh about 12,000kg and its height is about 25m. Another is Yama floats which weigh about 1,500kg and its height is about 6m. There are 10 of Hoko floats and 23 of Yama floats.

Kyoto's downtown area is reserved for pedestrian traffic on the three nights leading up to the massive parade. These nights are known as yoiyama (宵山) on July 16 and July 23, yoiyoyama (宵々山) on July 15 and July 22, and yoiyoiyoyama (宵々々山) on July 14 and July 21. The streets are lined with night stalls selling traditional Japanese sweets, and many other culinary delights. Many girls dressed in yukata (summer kimono) walk around the area, carrying with them traditional purses and paper fans. For this issue, we have received a wonderful contribution from Ms. Isabel Cysneiros, Head Coordinator of ANA, Aeroportos de Portugal featuring her organization and Lisbon Portela Airport (LIS), Porto Airport (OPO), Faro Airport (FAO), Funchal Airport (FNC) and Ponta Delgada Airport (PDL). We hope you would enjoy reading them.



Yamaboko Junko

ANA, Aeroportos de Portugal

ANA, Aeroportos de Portugal, SA is a private concession holder in charge of the management, operation and development of the Lisbon, Oporto, Faro, Beja, Ponta Delgada, Santa Maria, Horta and Flores airports, which represented in 2013 a total of 30,088,767 passengers and a turnover of 424,909 million Euro.

By Decree Law 109/2008 of 26th June, ANA, Aeroportos de Portugal, SA was appointed as the national coordinating and facilitating body for the slot allocation process for which there is an autonomous structure within this company - the Slots Coordination, Portugal.

Our mission, in accordance with the EU regulation 95/93 18th of January as amended by 793/2004 21st of April, is to provide a professional, neutral, transparent, non-discriminatory service to the aviation industry and thereby to optimize the use of capacity in congested Portuguese Airports.

### Funding Scheme

The provision of the service of slot coordination will be supported by the creation of a fee, charged together with the landing and take-off taxes, which shall cover operating costs, predicted future investments and financial costs including a margin of reasonability. Hence, the financing of the slot coordination service is supported 50% by the managing bodies of the coordinated or schedules facilitated airports and the remaining 50% by the aforementioned tax to be paid by all the air carriers or operators which operate in the coordinated and schedules facilitated airports.

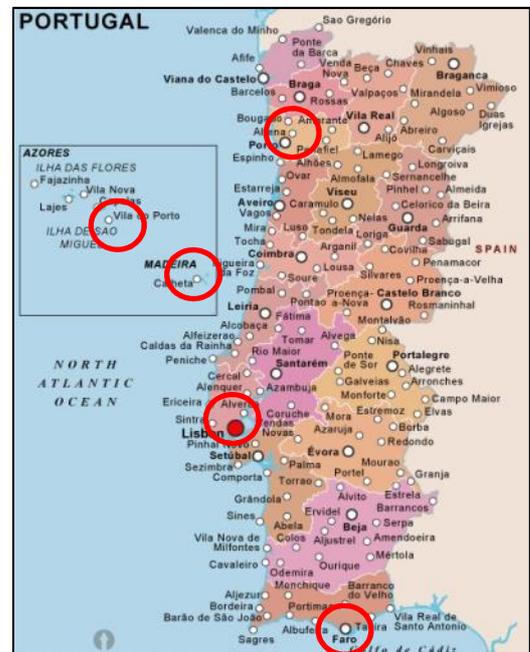
### Airports in Portugal

There are 30 civil airports in Portugal where scheduled flights operate. Among them, 4 airports are registered as Level 3 and 1 airport is registered as Level 2 by IATA. Level 3 airports are Lisbon Portela Airport (LIS), Porto Airport (OPO), Faro Airport (FAO)\* and Funchal Airport (FNC). Level 2 airport is Ponta Delgada Airport (PDL).

\*FAO Airport is Level 2 in Winter Season.

### Lisbon Portela Airport (LIS)

Lisbon Portela Airport, also known as Lisbon Airport (IATA: LIS, ICAO: LPPT), is an international airport located in the city of Lisbon, the capital of Portugal. Its name comes from the neighboring parish (freguesia) of Portela in Loures Municipality, formerly known as Portela de Sacavém.



The airport is the main international gateway to Portugal and a major European hub, connecting Europe with Africa and South America. It is one of the largest and best equipped airports in Western Europe for maintenance, navigation and air traffic control, and passenger service, having been nominated as Europe's Leading Airport for five consecutive years in the World Travel Awards. In 2013, the airport handled 16,024,955 passengers and 88,459 tonnes of cargo.

The airport is the main hub of TAP Portugal and its subsidiary Portugália, a focus city for EasyJet, Ryanair and SATA International and also the base for charter airlines EuroAtlantic Airways, Hi Fly and White Airways. The airport is run by ANA - Aeroportos de Portugal which has been concessioned to the French group Vinci Airports in February 2013.



### Airport Infrastructure

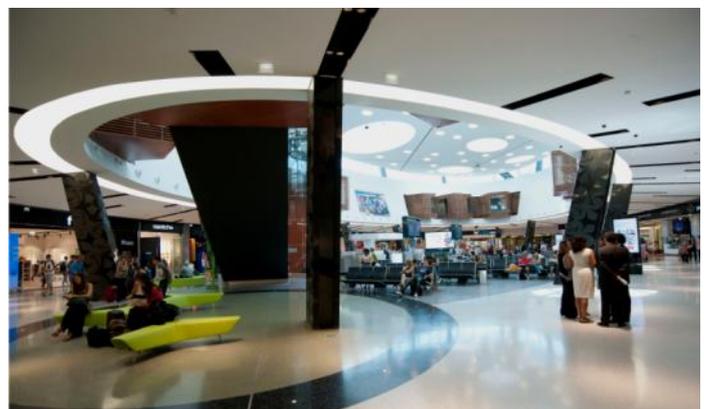
Lisbon Airport has two runways, crossed, both served by several taxiways for higher traffic use, and capable of accommodating large - size aircraft such as the Boeing 747-8.

The main runway (03/21) is 3,805m and the cross wind runway (17/35) is 2,304m. The airport has zero visibility approach and landing capacity with ILS CAT - IIIB on runway 21 and low visibility approach and landing ILS CAT - I on runway 03. The next step, in 2016, will be equipping runway 03 also with CAT - IIIB.



### Terminal Building

In November 2006, ANA - Aeroportos de Portugal announced a new expansion plan for airport infrastructures in order to respond to current passenger traffic growth trends and obtain full capacity use of the airport. Within this plan, between 2007 and 2013, several improvements and expansions have been performed upon Lisbon Airport.



Among them we can mention: the construction of Terminal 2 (completed and operational since August 2007), lighting of runway (17/35) along with baggage claim refurbishment, the new cargo facilities, fuel storage, north pier and boarding lounge (concluded in 2011), north bus gate and baggage claim, enlargement of express cargo facilities, electrical refurbishments, departure lounge refurbishments, new air bridges, new parking positions and new underground Metro de Lisboa station, (inaugurated in July 2012), all of which have been completed. There are some outstanding terminal improvements such as a new check-in area and enhancement of the security screening area. Also as part of the definite solution for Lisbon Airport, in July 2013 a new commercial area was inaugurated in Terminal 1 air side area, including 20 new stores and restaurants and spacious naturally lighted internal circulation areas.



Terminal 2 is used by 4 scheduled low-cost flight airlines for departures to European, North Atlantic islands and North African destinations, while Terminal 1 handles all arrivals and regular scheduled and chartered flights from most major European and North American air carriers. In March 2012, the European low cost airline EasyJet officially opened a new base at Lisbon Airport, exclusively using Terminal 2 for departures to 20 destinations. A free shuttle bus connects Terminal 1 Departures area and Terminal 2, every 10 minutes.

This plan was originally intended to respond to growth until the completion of the new airport in 2017. In July 2013, with the long-term concession of ANA - Aeroportos de Portugal to the French group Vinci Airports, the project for a new airport was postponed, and it was decided that the existing Lisbon Airport would be further upgraded to surpass 22 million passengers annually, and would remain the present solution for this major European gateway.

## Porto Airport (OPO)

Francisco Sá Carneiro Airport (IATA: OPO, ICAO: LPPR) or simply Porto Airport is an international airport near Porto, Portugal. It is located 11km northwest of the Clérigos Tower in the center of Porto, in the municipalities of Maia, Matosinhos and Vila do Conde and is run by ANA - Aeroportos de Portugal. The airport is currently the second busiest in the country based on aircraft operations and the



second busiest in passengers, based on Aeroportos de Portugal traffic statistics, after Lisbon Portela Airport and before Faro Airport. The airport is a base for Ryanair and TAP Portugal.

Airport Infrastructure

The runway (17/35) is 3,480m.

Terminal Building



Faro Airport (FAO)

Faro Airport (IATA: FAO, ICAO: LPFR) (also known as Algarve Airport) is located 4km to the west of Faro, Portugal. The airport gets very busy during the summer months, namely from March to October, to the extent that the airport becomes a slot coordinated airport.

There are 30 stands of which 6 are provided ADLB; Apron Drive Loading Bridges and 24 remote, with 60 check-in desks and 36 boarding gates.

A total of 5.9 million passengers used Faro airport in 2013. The airport became a hub for the first time in March 2010, when Ryanair decided to base seven of its aircraft there.



Airport Infrastructure

The main runway (10/28) is 2,490m.

Faro Airport is capable of handling six million passengers a year. Faro Airport consists of: 30 stands of which 24 are remote, 60 check-in desks and 36 boarding gates.

## Terminal Building

Since its opening in 1966 Faro airport has had two major developments, the new passenger terminal building in 1989 and its enlargement in 2001.

Faced with growing traffic demand and passenger safety and satisfaction needs, the development plan for 2009-2013, means Faro airport underwent extensive improvements in airside and landside.

Airside included:

- i) Increase of aircraft parking capacity from 22 to 30 positions, which will increase ATM's from 22 to 30 movements per hour;
- ii) Two RETS Rapid Exit Taxiways to serve runway (10/28);
- iii) Two new aprons;
- iv) CAT - II operations for runway (28);
- v) Runways strip extended from 75m to 150m each side of runway;
- vi) Infrastructures for future runway (10) ILS CAT - I.

Landside included:

- i) Revamping off all airport access roads and parking lots.

Renovation of the airport terminal and commercial areas are due to commence early in 2015, which includes:

- Increase of airport capacity from 6 million to 9 million passengers per year.
- Increase of passenger flow from 4,800 to 6,000 passengers /hour.
- Functional and architectural modernization of the airport terminal.
- Renovation and expansion of commercial areas.



## Funchal Airport (FNC)

Madeira Airport (IATA: FNC, ICAO: LPMA), formerly known as Santa Catarina Airport and informally known as Funchal Airport (IATA: FNC, ICAO: LPFU), is an international airport in the civil parish of Santa Catarina, municipality of Santa Cruz, in the Portuguese archipelago of the Madeira. Madeira Airport is 13.2km east -

northeast of the regional capital Funchal. The airport controls national and international air traffic for the islands of Madeira and Porto Santo. The airport is run by ANAM which has been concessioned to the French group Vinci Airports in September 2013.

Madeira Airport was first opened in 1964. Between 1982 and 1986 - in the framework known as "Safety Project", the runway was extended 200m (extension of the runway to 1,800 m).

From 1995 to 2002 the "extension project of Madeira Airport" was executed in its latest configuration: Runway (05/23) with 2,781m. Terminal with capacity to process 3.5 million passengers/year can handle a maximum capacity of 3,200 pax per hour.

As landfill was not a realistic option, the extension was built on a platform, partly over the ocean, supported by 180 columns, each about 70m tall. This structure won the IABSE (International Association for Bridges and Structural Engineering) award in 2004 and the SECIL award for structure in 2001.

The new runway and terminal were inaugurated in October 2002, and to mark the occasion an Air-Atlantic Iceland Boeing 747-267B, registration TF-ABA, landed at the airport.



#### Airport Infrastructure

Madeira Airport has one runway, two orientations (05/23) (2,781m x 45m), both served by two taxiways (B and C) and one apron taxi-lane (A) and capable of accommodating large-size aircraft such as the Boeing 747-200. It's a non-precision approach runway with the following radio navigation and landing aids: NDB/DVOR/DME.

Apron capacity /Parking positions: 15 nose in position.

#### Terminal Building

The airport has a single terminal which opened in 1973. The terminal has 40 check-in desks, 16 boarding gates and 7 baggage belts. There are no air-bridges so passengers either walk the short distance to the terminal or are taken by shuttle bus. The terminal itself is mostly underground.



## Ponta Delgada Airport (PDL)

Ponta Delgada Airport - João Paulo II (IATA: PDL, ICAO: LPPD), is located in the town of Ponta Delgada (São Miguel Island), the largest city in the archipelago of Azores. Its name is a homage to Pope John Paul II journey through the Azores on 11 May, 1991.

It is the main air passenger and freight entry point in the islands, the busiest in the Azores and the fourth largest infrastructure managed by ANA - Aeroportos de Portugal.

It has scheduled domestic flights to all islands of the Azores, plus Madeira and the mainland (Lisbon, Porto and Faro). Joao Paulo II Airport also accommodates international flights to and from Europe and North America. The airport is hub for the Azorian airline SATA Air Açores and SATA International.

### Airport Infrastructure

There is one runway (12/30) with 2,323m and 3 aprons with 14 stands available that accommodate narrow bodies aircraft until B747-400.

### Terminal Building

The new terminal was built in 1995 and more recently the departure lounge has been refurbished and expanded. The terminal has 12 check-in desks, 10 boarding gates and 3 baggage belts to a capacity of 1 million passengers.

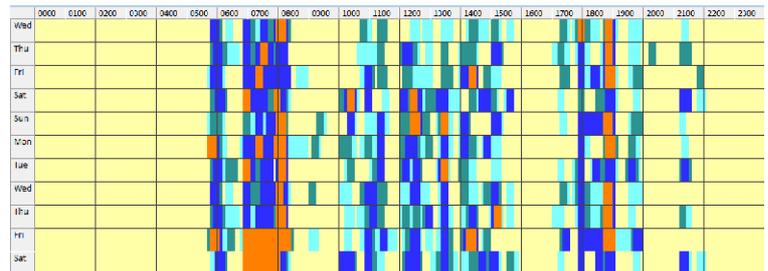




## Introduction of our computer system

**SCORE** is our support system to take decisions and distribute capacity (Slots) for Coordinated or Facilitated Airports, as well as to monitor the use of slots allocated. With this system we are able to manage airport capacity in accordance with the procedures defined by IATA and the European regulation.

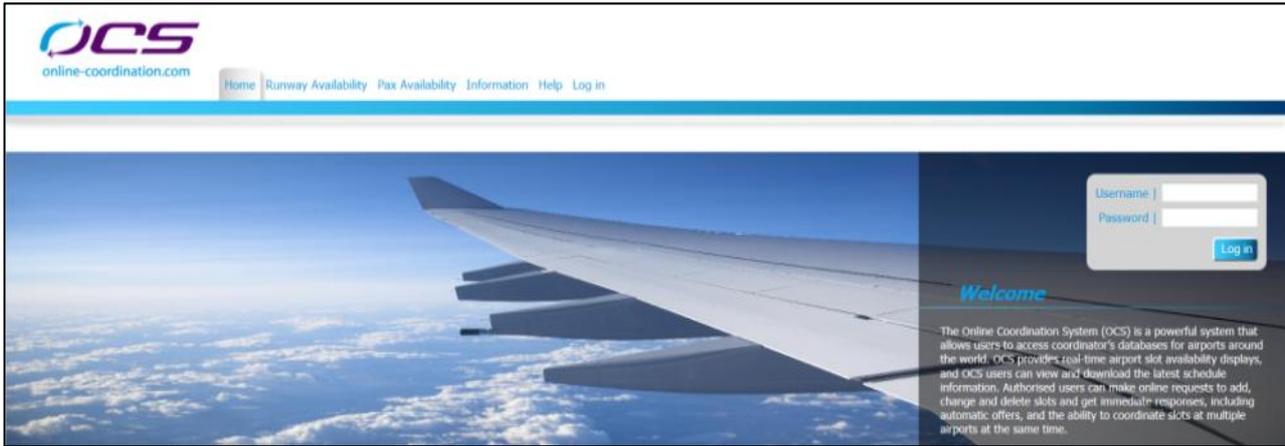
Allocation of slots takes into account restrictions of runway, pax flow, parking and gate as well as noise quota limits, either separately or combined. When handling a message, the system shows exactly which flights are in violation of capacity limits, either in a graphical or in plain text. This ensures effective control of capacity limits. It also allows the production of detailed reports on allocated and outstanding slots and monitoring.



This system is linked to the 5 Airports operational databases to provide schedule data in real time and for monitoring the use of slots. Thirty Slot Coordinators all over the world grant their work with this system and use it in IATA Schedules Conference.

Slot Coordination, Portugal offers access to **OCS** (Online Coordination System) that is a real-time self-coordinated system designated to respond instantly to slot requests. It's available 24 hours, 7 days a week and it is only necessary an internet connection and to be a registered user.

The main goal is to facilitate the access to the airlines, general aviation, handling agents to our database and to other coordinators with the same connection with OCS (at the moment this is a service offered by 11 Slot Coordinators in the world). They have access to details of available airport capacity, view and download slots, request new slots, make changes to their existing slot portfolio by editing records of their schedules directly in the coordinators database.



Introduction of our members

			
Isabel Cysneiros Head Coordinator	Alexandra Joaquim Slot Coordinator	Ana Dores Slot Coordinator	Helena Ornelas Slot Coordinator
			
Ivone Fernandes Slot Coordinator	Patrícia Cavaco Slot Coordinator	Paula Simões Slot Coordinator	Vasco Ribeiro Slot Coordinator

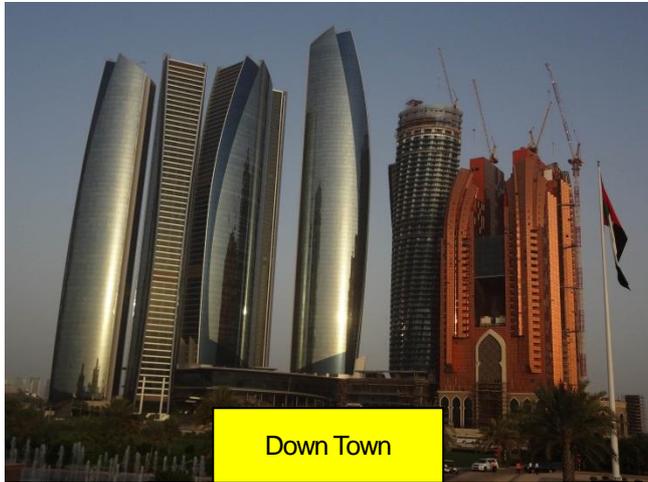
Information of our office

Coordination Company	
Address	Alameda das Comunidades Portuguesas 1700 - 111 Lisboa / Portugal
Telephone	+351 218445219 / 20
E-mail for slot requests	liscsxh@ana.pt
E-mail	idcysneiros@ana.pt
Fax	+351 218445222
Office hours	Weekdays from 08h00 to 18h00 local time
Out of Office Hours	Slots coordination is granted for ad-hoc changes only by Airport Operations of each Airport and through OCS (Online coordination system)

Good Memories of Abu Dhabi (SC134)



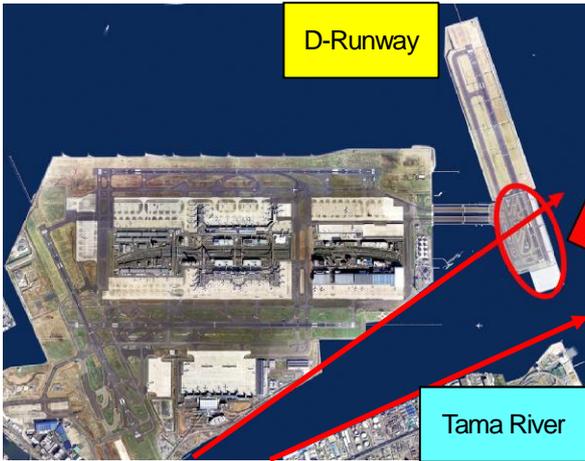
Grand Mosque



Down Town

From the Chief Editor

I would like to express my sincere appreciation to Ms. Isabel Cysneiros for her excellent article. As the article is very informative I learnt a lot of things. Especially, the elevated platform for runway at Funchal Airport is very fascinating. The elevated platform for runway reminds me of similar project at Tokyo International Airport.



The forth runway (05/23) with a length of 2,500m was inaugurated in October, 2010. In building the D-runway, a pier structure was adopted for 1,100m of the runway in order not to hamper the flow of Tama River. The rest of the runway was reclaimed in Tokyo Bay. In order to support the runway, 1,165 steel piles (85m – 90m) coated with titanium for anti-corrosion were used.

Having finished this edition, I will rush to my hometown for summer holidays to appreciate the fireworks display. I hope everybody will have nice summer vacations. (H.T.)

