

Asian Breeze (37)

Christmas Special Edition

19 December, 2014

Merry Christmas to you all

Dear Coordinators and Facilitators in Asia/Pacific region. I hope everyone is enjoying this wonderful Christmas holiday seasons. Due to Siberian cold front stretching to the south, it has been snowing a lot in Hokkaido and northern part of Japan this year. There might be a snow even in Tokyo next week.

Six years have passed since I started to issue Asian Breeze. Time flies so fast, doesn't it? Thanks to your cooperation, I have been able to issue it every two months without any interruption and now reached 37 issues. Committed to continue issuing the Asian Breeze, I would like to ask your continued support by providing me with your hot news, new topics or new airport developments. Please send me your contribution to "asianbreeze@schedule-coordination.jp".

For this issue, we have received a wonderful contribution from Mr. Nadio Di Rienzo, head coordinator of ASSOCLEARANCE in Italy featuring his organization as well as all Level-3 airports. I hope you will enjoy reading them.



ASSOCLEARANCE (Italian Coordination Office)

ASSOCLEARANCE is an association acting, upon appointment by the Italian government as a legal entity and as a non-profit organization for the purpose of executing the tasks foreseen by article 4 of European Regulation (EEC) No 95/93 of 18th January 1993 and following, on Common Rules for the Allocation of Time Slots at Community (now: European Union) Coordinated Airports.

In its turn, the Ministry of Transport, through its own decree No. 44/T of 4th August 1997 has entrusted Assoclearance with the responsibility of the management of time slots at Italian airports, in application of said European Regulation No 95/93, by means of an organizational structure capable of managing capacity in congested Italian airports, on the basis of allocation criteria inspired by transparency, neutrality and non-discriminating principles.

Members

According to Assoclearance's Articles of Association, the following entities are entitled to join the association:

1. Airport Managing Bodies (the number of which is currently 14) operating Italian coordinated or schedules facilitated airports;

2. Air carriers operating air transport services (the number of which is currently 9) at Italian coordinated or schedules facilitated airports, as defined above.

2.1 European Union air carriers.

2.2 Non-European Union air carriers, in whose countries Italian carriers are granted equal association rights with the local agencies handling slot allocation.

Funding Scheme

The admission to the Association as a Member requires the previous contribution to assets of one-time fee, in the amount that, year by year, at the time of the approval of the budget, shall be approved by the General Members' Meeting on proposal by the Directive Board.

In order to meet managing expenses, each ordinary Member (airport managing body or air carrier), is, also, required to pay to the Association the yearly associative contributions, which are made of:

- a) a fixed fee equal for every Member;
- b) a variable fee, which, for 50% will be charged to airport managing bodies and for 50% will be charged to air carriers, defined respectively on the basis of aircraft movements (arrivals and departures) on the airport and on the basis of slots assigned to single air carriers during every financial year.

Italian Airports

Italy, officially the Italian Republic, is a unitary parliamentary republic in Southern Europe. To the north, Italy borders France, Switzerland, Austria, and Slovenia, and is roughly delimited by the Alpine watershed, enclosing the Po Valley and the Venetian Plain. To the south, it consists of the entirety of the Italian Peninsula and the two biggest Mediterranean islands of Sicily and Sardinia, in addition to many other smaller islands.

There are about sixty civil airports in Italy. Among them, there are fifteen Level-3 airports; Cagliari Elmas Airport (CAG), Catania Airport (CTA), Florence Airport (FLR), Genova Cristoforo Colombo Airport (GOA), Lampedusa Airport (LMP), Milan - Linate Airport (LIN), Milan - Malpensa Airport (MXP), Milan - Orio al Serio Airport (BGY), Naples Airport (NAP), Palermo Airport (PMO), Pantelleria Airport (PNL), Rome - Ciampino Airport (CIA), Rome - Fiumicino Airport (FCO), Turin Airport (TRN) and Venice Airport (VCE).

There are also four Level-2 airports; Bologna Airport (BLQ), Pisa Airport (PSA), Rimini Federico Fellini Airport (RMI) and Verona Airport (VRN).



Cagliari Elmas Airport (CAG)

Cagliari Elmas Airport (IATA: CAG, ICAO: LIEE) is an international airport located in the territory of Elmas, near Cagliari, on the island of Sardinia, Italy. The airport was upgraded in 2003 and the terminal was expanded and provided with 6 loading bridges for passenger boarding, with a capacity of four million passengers per year. In 2011 the airport handled 3,698,982 passengers.



Catania-Fontanarossa Airport (CTA)

Catania-Fontanarossa Airport (IATA: CTA, ICAO: LICC) also named as Vincenzo Bellini Airport, is an international airport located 4.3 km southwest of Catania, the second largest city on the Italian island of Sicily. It is named after the great opera composer Vincenzo Bellini who was born in Catania.

It is the busiest airport in Sicily and the 6th busiest in Italy with 6,400,127 passengers in 2013. Major airlines such as Alitalia, Lufthansa and Air Berlin offer services here and connect numerous European destinations such as Rome, Munich and Berlin, while low cost airlines such as EasyJet and Ryanair offer extensive flights to many leisure destinations. In order to cope with the increasing passenger figures, a new terminal, equipped with twenty two gates and six loading bridges, opened on 8 May 2007 replacing the old facilities.

Ryanair started to fly to Catania in 2013 but announced only one route to Catania while also starting operations with three routes to Comiso Airport, a newly opened in 2013 Airport only a few km to the south of Catania.



The current "Investment Program" has ensured that Catania Fontanarossa Airport continues to look forward and plan for growth over the next ten years, implementing a whole new infrastructure and making many additions including a panoramic restaurant, a new airside runway and further office space.

Florence Airport, Peretola (FLR)

Florence Airport (IATA: FLR, ICAO: LIRQ) formally Amerigo Vespucci Airport, is an airport located close to Florence, Italy, but administratively located within the territory of Sesto Fiorentino. It is the smaller of the two main airports in the Tuscany region, the larger being Galileo Galilei International Airport near Pisa.

In late 1999 projects for restructuring and enlargement began, involving the departures and arrivals terminals, the aircraft parking areas and other areas dedicated to the operational and commercial management of the airport. In July 2000, AdF made it debut on the stock market and in 2001 Amerigo Vespucci was among the first European airports to obtain UNI EN ISO 9001/2000 certification for the quality of its services.

It is a small airport, with a single runway and the main taxiway is situated at the end of runway 05, with an overshoot/holding area at the end of runway 23. As is common with smaller airports, after landing planes turn around at the end of the runway, then taxi back down the runway to reach the parking area and terminal. There are helicopters of "Polizia di Stato" (Italian Police Department) at the airport facilities.



Genoa Airport (GOA)

Genoa Airport (IATA: GOA, ICAO: LIMJ) also named Cristoforo Colombo Airport is a minor international airport built on an artificial peninsula, 7.4 km west of Genoa, Italy.

It is the most important airport of Liguria and it serves the city and Port of Genoa. It is currently operated by Aeroporto di Genova S.P.A., which has recently upgraded the airport complex. In 2013, 1,303,571 passengers

travelled through the airport.



Lampedusa Airport (LMP)

Lampedusa Airport is an airport in Lampedusa, Province of Agrigento, Sicily, Italy (IATA: LMP, ICAO: LICD). It is located a few hundred meters away from the city center, and reaches its traffic peaks in the summer period, as several airlines run flights to the island for tourism related reasons.



Milano Linate Airport (LIN)

Milano Linate Airport (IATA: LIN, ICAO: LIML) is the second international airport of Milan, the second biggest city of Italy, along with Malpensa Airport. It served 9,229,890 passengers in 2012 and is used as a base by Alitalia and Alitalia CityLiner.

Due to its closer proximity to Milan - 7.8 km east southeast of the city, compared with Malpensa, which is about 40 km northwest of the city - it is mainly used for domestic and short-haul international flights to metropolitan destinations within Europe.



Milano Malpensa Airport (MXP)

Milano Malpensa Airport (IATA: MXP, ICAO: LIMC), also named City of Milan Airport (formerly City of Busto Arsizio Airport) is the largest airport for the Milan Metropolitan Area, northern Italy. It serves a total of 15 million inhabitants in Lombardy, Piedmont and Liguria. The airport is located 40 km northwest of central Milan, Italy, just east of the border between Lombardy and Piedmont. The airport has two terminals and two runways; a third runway has been announced. There is a dedicated cargo terminal called "CargoCity", which currently handles over 435,000 tons of traffic annually.

The first industrial airport was opened in 1909 near the Cascina Malpensa, an old farm, by Giovanni Agusta and Gianni Caproni to test their aircraft prototypes. This airport was then opened for civil operation in 1948 during the war reconstruction period, in order to serve the northern area of Milan.

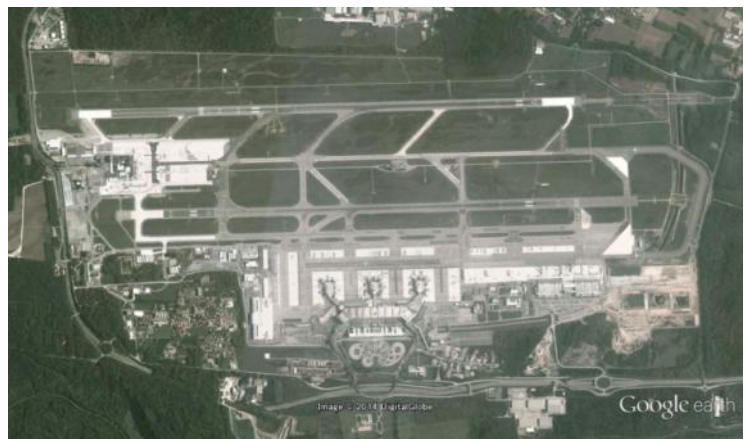
Until 2008, Malpensa Airport has been a major hub for Alitalia. It was the 21st busiest airport in Europe in terms of passengers, handling 18,947,808 passengers in 2010 and 18,537,301 in 2012. As of early 2008, Malpensa, together with Rome Fiumicino Airport, remains the top Italian airport in terms of international passenger traffic and the leading for freight and cargo.

Malpensa Airport consists of two passenger terminals which are located several kilometers apart:

Terminal 1

This is a largest and most important terminal. Terminal 1 hosts the airport's railway station. It is divided into three sections and handles most passengers on scheduled as well as charter flights:

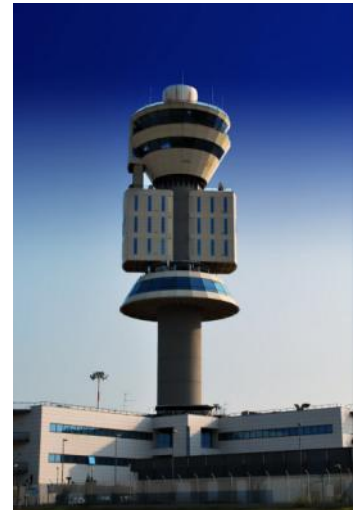
Terminal 1A handles domestic and intra-Schengen flights. Terminal 1B handles non-Schengen and some



intercontinental flights. Terminal 1C opened in January 2013, handles non-Schengen and some intercontinental flights.

Terminal 2

Terminal 2 is currently used by EasyJet only. It has been used previously for charter services that were moved to Terminal 1. The only public transport available is ATM (Milan) airport buses. There is shuttle bus connecting Terminal 2 to Terminal 1. The railway station is now under construction.



Il Caravaggio International Airport (BGY)

Il Caravaggio International Airport (IATA: BGY, ICAO: LIME), also known as Bergamo Orio al Serio Airport, is an airport located in Orio al Serio, 3.7 km southeast of Bergamo, Italy. The airport served 8,890,720 passengers in 2012 and is the fourth busiest in Italy. It is operated by SACBO (Società Aeroporto Civile Bergamo Orio al Serio).

It is popular with low cost airlines who sometimes call it Milan Bergamo Airport or Milan Orio al Serio Airport despite its official name due to its proximity to Milan (45 km) which it serves together with Linate Airport and Malpensa Airport, the city's two actual airports. The operator of those two also holds a 31% stake in SACBO.



Naples International Airport (NAP)

Naples International Airport (IATA: NAP, ICAO: LIRN) is an international airport serving Naples, Italy. It is located 5.9 km north northeast of the city in the Capodichino district of Naples. The airport has two terminal buildings: Terminal 1 is for departing travelers and Terminal 2, located away from the airfield, is used for charter operations. Naples, with a metropolitan population of nearly three million is the largest metropolitan area of Europe which does not serve as a hub nor secondary hub of any airline.



The airport has a single runway (orientation: 06/24) 2,628 m × 45 m in bituminous conglomerate and concrete, with one taxiway. There is one apron with 29 stands, 9 of which self-manuevering and the remaining Push Back. The airport is class 4D ICAO and has the classification of military airport opened to commercial air traffic 24 hours/day.

The airport management company is fully responsible for managing the airport and coordinating and control activities of all the private operators present in the airport. Capodichino hosts some aeronautical industrial activities, like Atitech, Alenia Aeronautica, Aeronavali, Tecnam Costruzioni Aeronautiche.

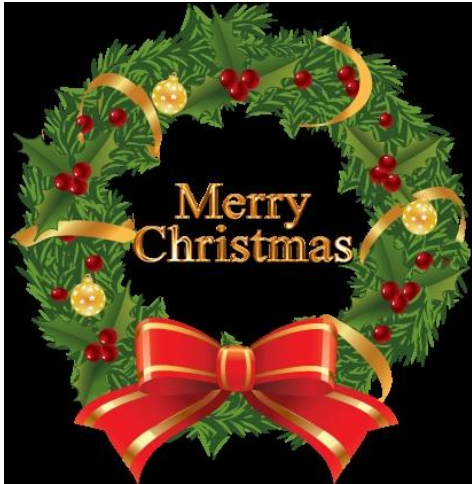
Falcone–Borsellino Airport (PMO)

Falcone–Borsellino Airport (IATA: PMO, ICAO: LICJ) or simply Palermo Airport, formerly Punta Raisi Airport is located at Punta Raisi, 35 km west northwest of Palermo, the capital city of the Italian island of Sicily. The airport is one of the busiest in Italy, with 4,349,672 passengers handled in 2013.



Pantelleria Airport (PNL)

Pantelleria Airport (IATA: PNL, ICAO: LICG) is an airport in Pantelleria, Italy. It is 5 km from the town center and runs both regular and charter flights from and to Sicily and mainland Italy.



Ciampino–G. B. Pastine International Airport (CIA)

Ciampino–G. B. Pastine International Airport (IATA: CIA, ICAO: LIRA) or simply Rome Ciampino Airport, is a joint civilian, commercial and military airport near Rome, the capital of Italy. The airport is situated 12 km south southeast of central Rome, just outside the Greater Ring Road (Italian: Grande Raccordo Anulare or GRA) the circular motorway around the city.

It was Rome's main airport until 1960, with traffic amounting to over 2 million passengers per year. After the opening of Leonardo da Vinci-Fiumicino Airport, Ciampino handled almost exclusively low cost, charter and executive flights.



Fiumicino - Leonardo da Vinci International Airport (FCO)

Fiumicino - Leonardo da Vinci International Airport (IATA: FCO, ICAO: LIRF) or Rome Fiumicino Airport, also simply known as Fiumicino Airport, is Italy's largest airport with 36.1 million passengers served in 2013. It is located in Fiumicino, 35 km southwest of Rome's historic city center.

The airport serves as a hub for Alitalia, the largest Italian airline. Based on total passenger numbers, it was the sixth busiest airport in Europe and the world's 29th busiest airport in 2011. It covers an area of 15 square kilometers (3,700 acres) and is named after Italian polymath Leonardo da Vinci, who designed a proto helicopter and a flying machine with wings.

Terminal

The terminals were upgraded during the 1990s and 2000s. In 1991, the domestic Pier A with 12 gates opened. In 1995, the international Pier B with 10 gates opened. In 1999, the international Satellite C with 11 gates and an elevated automated people mover connected it with the main terminal.



In 2000, the new domestic Terminal A opened, and the terminal buildings, then consisting of Terminal A (with Pier A), Terminal AA, Terminal B (with Pier B), and Terminal C (with Satellite C), were reorganized. In 2004, the new Cargo City terminal opened. In 2008, Terminal 5 opened for check-in for American carriers and El-Al. Passengers are then bused to what was then called Satellite C. The terminal serves 950,000 passengers per year. Work was extended to build the new Pier C. In 2009, the terminals were renamed - A was renamed T1, AA was renamed T2, B and C became T3 and T5 stayed the same.



Turin Airport (TRN)

Turin Airport (IATA: TRN, ICAO: LIMF), also known as Turin-Caselle Airport (Aeroporto di Torino-Caselle), is an airport located at Caselle Torinese, 15 km north northwest of the city of Turin, in the Province of Turin, Piedmont region, northern Italy. It is also named Sandro Pertini Airport (Aeroporto Sandro Pertini), after former Italian President Sandro Pertini. The airport is a focus city of the reborn Alitalia.

The aerodrome is operated by Società Azionaria Gestione Aeroporto Torino S.p.A. and administered by the Italian Civil Aviation Authority (ENAC). The air traffic service (ATS) authority is ENAV S.p.A. The airport resides at an elevation of 301m above mean sea level. It covers an area of more than 57 thousand square meters.

The airport has one runway designated 18/36 with an asphalt surface measuring 3,300 by 60 m. The Runway 36

is ILS (Instrument Landing System) category III B for approach with visual range less than 200 m but not less than 75 m.



Venice Marco Polo Airport (VCE)

Venice Marco Polo Airport (IATA: VCE, ICAO: LIPZ) is an international airport located on the Italian mainland 8 km north of Venice, Italy, in Tessera, a Frazione of the Comune of Venice nearest to Mestre.

Due to the importance of Venice as a leisure destination it features flights to several European metropolitan areas as well as some seasonal long haul routes. With 8,188,455 passengers having passed through the airport in 2012, it is the fifth busiest airport in Italy.

The airport terminal has three floors: the ground floor for arrivals and the second floor for departures. The departure area has 70 check-in desks and has two lounges airside for customers. The two departure lounges are the "Tintoretto Lounge" for SkyTeam customers and the "Marco Polo Room" for customers of all other companies. The third floor of the terminal has offices for the operating company and airlines.



Introduction of our computer system

Assoclearance IT in brief:

With increasing data utilization and high expectations from customers, Assoclearance is working to provide the best possible value at the lowest possible price for our stakeholders. ICT infrastructure makes up a large part of our organization cost and the biggest chunk can be attributed to the data center and telecommunication services. As Assoclearance we have placed emphasis on data center optimization to gain several benefits including:

- Increased infrastructure utilization, increased virtualization and storage efficiency
- Lower operating cost

Data center operations: Assoclearance keep its operations in-house. Scalability and growth are important factors for us when determining data center and IT strategies.

Data center disaster recovery strategy: Unlike monolithic systems which present single points of failure and performance bottleneck, Assoclearance back-end design spreads computation and storage across independent server clusters running on three geographically distributed data-centers.

Storage: Storage and backup strategy play a fundamental role in reducing costs for our business. Data retention and archiving are major areas of interest.

Data Center applications:

On top of our datacenter infrastructure there's our own developed Content Router. The Content Router provides routing capabilities for application messages traveling on the network. The network's ability to identify and intelligently route application messages can help the industry to improve efficiency of business processes. The main concept of this Content Router is to empower various stakeholders to talk with others using different and heterogeneous systems and/or protocols. The content router can connect multiple information systems that normally are unable to understand each other directly.

Slot Management System:

Currently we are using SCORE application developed by Prolog Development Company (PDC). SCORE is a long term airport capacity management system for coordinated airports. With SCORE the task of schedule administration in coordinated airports can be performed efficiently and in adherence with IATA SSIM standards, runway capacity, passenger flow limitations, parking / gate capacity, and noise quota.

Slot Monitoring:

Controllo-Slot (Slot Monitoring) is our own developed application for Airport Slot monitoring and Slot performances. With slot monitoring we detect possible problems regarding the use of slots and seek solutions before they occur whenever possible, or as soon as possible after the date of operation. In collaboration with Italian Air Navigation Service Provider we are using Airport Data Management (ADM) client for airport data were available.

The ADM system provides on each string the data of punctual flight plans on arrival/departure of each aircraft in real time. Data exchange is realized through the Content Router adapting different data models and protocol conversion.

Introduction of our members

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|---|---|--|---|
|  |  |  |  |
| Nadio Di Rienzo | Carlo Frasca | Andrea Cascone | Patrizia Conti |
| Head Coordinator | Supervisor | Airport Slot Coordinator | Airport Slot Coordinator |

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|  |  |  |  |
| Milena Esposito | Adriano Di Vincenzo | Floriana Lo Presti | Danilo Lamanna |
| Airport Slot Coordinator | Airport Slot Coordinator | Airport Slot Coordinator | Airport Slot Coordinator |

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| Gianluca Colaiacomo | Marco Piscitello | Valentina Pesce |
| ICT Manager | Legal Advisor | Office manager |

Information of our office

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|----------------------|--|
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| Office hours | Monday/Friday 8:30 a. m. to 5 p. m. CET |

Good Memories of Prague (SC135)



From Santa Clause (Chief Editor)

I would like to express my sincere appreciation to Mr. Nadio Di Rienzo for providing us with very informative article. I learnt a lot from this article. I was a bit surprised that there are fifteen Level-3 airports and four Level-2 airports in Italy. No wonder you have many coordinators and supporting staffs. I envy your robust organization. Having finished this issue, I will visit some of the nice places in Tokyo with fabulous Christmas illuminations. Three Japanese professors received the Nobel Prize in Physics 2014. This year's Nobel Laureates are rewarded for having invented a new energy efficient and environment friendly light source - the blue light emitting diode (LED). In the spirit of Alfred Nobel the Prize rewards an invention of greatest benefit to mankind; using blue LEDs, white light can be created in a new way. Thanks to those professors, we can appreciate a beautiful Christmas illuminations. (H.T.)

