

Asian Breeze (38)

(亜細亜の風)

A Happy New Year to you all

24 February, 2015

Dear Coordinators and Facilitators in Asia/Pacific region.

It may sound too late to say “A Happy New Year of 2015!”, but 19 February (Thursday) was a New Year 「新年」 or “Spring Festival” 「春節」 according to Chinese calendar.

According to Chinese Zodiac, each year is symbolized with animals and this year 2015 is a “Goat/Sheep”. It is believed that people born under Goat/Sheep year (1943, 1955, 1967, 1979, 1991, 2003, 2015) is gentle mild-mannered, shy, stable, sympathetic, amicable, and brimming with a strong sense of kindheartedness and justice.

By the way, are you born under Goat/Sheep zodiac? If so, is the above statement correctly representing your characteristics?

For this issue, we have received a wonderful contribution from Mr. Ignacio Monasterio, Director of Coordination, AECFA (Asociación Española para la Coordinación y Facilitación de Franjas Horarias) in Spain. I hope you find it interesting.



AECFA (Asociación Española para la Coordinación y Facilitación de Franjas Horarias)

In Spain, the Public Business Entity Aena was appointed as the Slot Coordinator and Schedules Facilitator for the Spanish airports by the Ministry of Development and carried out this activity in the period 1993-2014 through its Slot Coordination Office. Since 15th September 2014, AECFA (Asociación Española para la Coordinación y Facilitación de Franjas Horarias) provides this service for the Spanish airports after being appointed as the Slot Coordinator and Schedules Facilitator by the Ministry of Development (Order FOM/1050/2014, of 17 June). AECFA is responsible for the slot coordination at 13 Spanish airports (Coordinated airports) and for the schedules facilitation in further 14 Spanish airports (Schedules Facilitated airports), according to the list of designated airports that is included in Royal Decree 20/2014, of 17 January.

AECFA is responsible for the optimization of the capacities available at airports on Spanish territory allocating the

estimated time of arrival and departure of all flights, except those which are specifically exempted by the regulations, in order to avoid congestion and delays, and to obtain the best possible use of the available airport capacity. The slot coordination and schedules facilitation service is provided to airlines and airports in a neutral, transparent and non-discriminatory manner, aim at achieving the optimum use of capacity at congested Spanish airports. AECFA is also responsible for monitoring compliance of the slots allocated and schedules facilitated, in cooperation with the airports and the air navigation authorities.

AECFA is a private and non-profit Spanish association, which members are one airport managing body (Aena S.A.) and thirteen air carriers (Air Europa, Air Nostrum, Binter Canarias, Canarias Airlines, Condor Flugdienst, Iberia LAE, Iberia Express, Naysa, Ryanair Ltd., Swiftair, Thomas Cook Airlines UK, Thomson Airways and Vueling Airlines). Both categories of members (airport managing bodies and air carriers) are represented under a regime of voting parity in the governing bodies of the association (the General Meeting or Assembly and the Management Board).

AECFA is a single Slot Coordinator and Schedules Facilitator and performs its functions in the whole territory of the Spanish State through the Director of Coordination, who has been also appointed by the Ministry of Development, at the proposal of AECFA and after submission of a report of the Directorate General of Civil Aviation.



Funding Scheme

The provision of the slot coordination and schedules facilitation services by AECFA, in virtue of its appointment as the Slot Coordinator and Schedules Facilitator for the Spanish airports, are remunerated through the payment of a public economic charge (public economic charge for the allocation of slots) by the airport managing bodies and the aircraft operators.

The definition and applicable conditions of this public economic charge are established in Royal Decree-law 1/2014 (Third Article). This Royal Decree-law states that the airport managing bodies of the Spanish airports designated as Coordinated and Schedules Facilitated and the aircrafts operators with slots allocated or schedules facilitated at such airports are obliged to pay this charge.

The amount of this public economic charge for the allocation of slots is 0.85€ per slot allocated and 0.43€ per schedule facilitated, to be paid by both the airport managing body and the aircraft operator.

AECFA may also obtain additional incomes with the exercise of ancillary activities, providing that such ancillary activities do not come into conflict with the exercise of its principal function and that the incomes are intended to finance the costs of the slot coordination and schedules facilitation services.

Airports in Spain

There are about 40 airports in Spain. Among them, 13 airports are categorized as Level 3 airports and 14 airports as Level 2 airport. Level 3 airports are Alicante-Elche (ALC), Barcelona-EL Prat (BCN), Bilbao (BIO), Fuerteventura (FUE), Gran Canaria (LPA), Ibiza (IBZ), Lanzarote (ACE), Adolfo Suárez Madrid Barajas (MAD), Malaga-Costa del Sol (AGP), Menorca (MAH), Palma Mallorca (PMI), Tenerife - Sur (TFS) and Valencia (VLC).

Level 2 airports are Almería (LEI), Asturias (OVD), Girona-Costa Brava (GRO), Granada-Jaén (GRX), Jerez (XRY), A Coruña (LCG), La Palma (SPC), Murcia/San Javier (MJV), Pamplona (PNA), Reus (REU), San Sebastian (EAS), Santander (SDR), Seville (SVQ) and Tenerife - Norte (TFN).



Alicante-Elche Airport (ALC)

Alicante-Elche Airport (IATA: ALC, ICAO: LEAL), originally named El Altet, is the sixth busiest airport in Spain based on passenger numbers, and the main airport for the Valencian Community and the Region of Murcia. The airport is situated 9 km southwest of the capital, in the municipality of Elche, in one of the most dynamic, up and coming business and economic zones on the Mediterranean coast. By 2014 the airport was beating its yearly record, handling about 10,065,873 passengers, 71,570 flight operations and 2,637 tonnes of cargo.

The airport is a base for Jet2.com, Norwegian Air Shuttle, Ryanair and Vueling. Up to eighty percent of all passenger flights are international. The largest numbers of passengers arrive from the United Kingdom, Germany, Norway and the Netherlands. Popular domestic destinations are Madrid, Palma de Mallorca and Barcelona. Both international and domestic passenger traffic have increased significantly in the last decade.





There is one runway of 3,000m (10/28). The new terminal was officially opened on 23 March 2011. All flight operations at the airport were moved to this terminal on the following day.

Barcelona–El Prat Airport (BCN)

Barcelona–El Prat Airport (IATA: BCN, ICAO: LEBL) simply known as Barcelona Airport, is located 15 km southwest of the center of Barcelona, Catalonia, Spain, and 3 Km from the port, one of the most important in the cruise market, the continuous improvement of the airport facilities and the quality of its services place it in a privileged position and ensure its future success.

The airport is the second largest in Spain behind Madrid Barajas Airport and 34st busiest in the world, and is the main airport of Catalonia. It is a main base for Vueling and also base for low-cost giant Ryanair as well as Norwegian Air Shuttle. Other low-cost airlines operate from the airport, including EasyJet, EasyJet Switzerland, Wizz Air and Transavia.com. The airport mainly serves domestic, European and North African destinations, also having flights to Middle East (Egypt, Israel, Jordan, Dubai, Qatar), Asia (Pakistan, China and Singapore), Latin America (Argentina, Brazil and Colombia), North America (United States and Canada) and Subsaharian Africa (Senegal and Gambia). Therefore there is an important potential for additional direct connections to Asian (India, Japan, China).

The Barcelona–Madrid air shuttle service, known as the "Puente Aéreo" (in Spanish), or "Pont Aeri" (in Catalan) literally "Air Bridge", was the world's busiest route until 2008, with the highest number of flight operations (971 per week) in 2007. The schedule has been reduced since February 2008, when a Madrid–Barcelona high-speed rail line was opened, covering the distance in 2 hours 30 minutes, and quickly became popular.



Currently, Barcelona-El Prat is the 10th busiest airport in Europe just behind London Gatwick Airport and right in front of Moscow Domodedovo Airport. From February 2014 Barcelona-El Prat was the first Spanish airport to receive a daily Airbus A380 operated by Emirates on its routes to Dubai International Airport, an important milestone in its history. 2014 saw the record figure of 37,559,044 passengers, 6.7% more than the previous year, as well as 283,850 operations and 102,693 tonnes of cargo.

The airport has 3 runways; two open parallel runways of 3,352m (07L/25R) and 2,660m (07R/25L) and a cross runway of 2,528m (02/20). The construction and introduction of the third runway in September 2004 and the extension of the primary runway were decisive steps to increase the airport's capacity, and it can now handle 90 operations an hour.

There are two terminals: T2, which is the sum of the previous Terminals A, B and C, located on the north side of the airport and T1, on the west side, which opened on 16 June 2009. As of 2014 the two terminals had a combined total of 268 check-in counters and 64 boarding gates. Operations at the airport are restricted exclusively to Instrument flight rules (IFR) flights, except for sanitary, emergency and government VFR flights.

Bilbao Airport (BIO)

Bilbao Airport (IATA: BIO, ICAO: LEBB) is a public airport located 12 km north of Bilbao, in the municipality of Loiu, in Biscay. It is the most important airport of the Basque Country and northern Spain. It is the 3rd most important base for Vueling.

There are two runways; the main runway of 2,600m (12/30) with a parallel taxiway and a cross runway of 2,000m (10/28).



Bilbao airport has effectively dealt with a constant increase in traffic over recent years, traffic which is mainly domestic. In order to improve the airport's operational capacity, increase passenger service quality, allow passengers to wait sheltered from the elements and to improve communications between strategic points of the airport, a refurbished, enclosed and air-conditioned arrivals hall entered into service in 2011, as did eight new lifts and two connecting ramps between the arrivals floor and the gallery, which connects with the car park.



The terminal has a sleek design, with two symmetrical "wings" and a sharp tip at its center which is specially visible when approaching the terminal from the sides. This original design has granted the building the nickname of "La Paloma" ("The Dove"). White concrete and glass have been used. The interiors are open and luminous spaces, distributed in two floors, the upper one for departures (check-in counters and gates) and the lower for arrivals. In 2014, 4,015,352 passengers passed through its facilities, 42,590 flights

operated and 2,856 tonnes of cargo were transported.

Fuerteventura Airport (FUE)

Fuerteventura Airport (IATA: FUE, ICAO: GCFV), also known as El Matorral Airport, is an airport serving the Spanish island of Fuerteventura. It is situated in El Matorral site, 5 km southwest of the capital city Puerto del Rosario.

There used to be close parallel runways of 2,140m (01L/19R) and 3,406m (01R/19L). Now, runway (01L/19R) was closed and renovated to be a parallel taxiway. Now the runway of 3,406m (01/19) is an active runway.

In 1992, the airport received more than 1,600,000 passengers, which made it necessary to carry out extensive refurbishment of the terminal and aircraft parking areas. In 1994, construction started on a new terminal building, an aircraft apron, a taxiway parallel to the runway, a power plant and a new access road. The works were completed with the extension of the car park and a detour on the Puerto de Rosario-Matorral, road adding some 2 km of which 1.5 are double lane. With the new facilities it was possible to attend around five million passengers a year and manage around 3,100 passengers per hour during rush-hour periods. In 2014, the airport received 4,764,632 passengers in the 40,066 flight operations handled. 978 tonnes of cargo was transported.



Gran Canaria Airport (LPA)

Gran Canaria Airport (IATA: LPA, ICAO: GCLP) is a passenger and freight airport on the island of Gran Canaria. It holds the fifth position in terms both of passengers and cargo transported in Aena network, and fourth in terms of operations. It also ranks first of the Canary Islands in all three categories.

Gran Canaria Airport remains as a relevant connecting airport for passengers travelling to West Africa (Morocco, Western Sahara, Mauritania, Senegal, Cape Verde, among others) and to the Atlantic Isles of Madeira and the Azores. It is the operative base for Binter Canarias, NAYSA, canary Fly, Ryanair and Norwegian Air Shuttle.



The airport is located in the eastern part of Gran Canaria on the Bay of Gando (Bahía de Gando), 18 km south of center of the city of Las Palmas de Gran Canaria, and 25 km from the popular tourist areas in the south. There are close parallel runways of 3,100m (03L/21R) and 3,100m (03R/21L). In 2014, the airport handled 10,315,732 passengers, 102,211 flight operations and 19,821 tonnes of cargo.

Ibiza Airport (IBZ)

Ibiza Airport (IATA: IBZ, ICAO: LEIB) is the airport serving the Balearic Islands of Ibiza and Formentera in Spain, used by 95% of all people who arrive at or depart from these two islands. The airport is located 7 km southwest of Ibiza Town. As the island is a major European holiday destination, it features some year round domestic services as well as several dozen summer seasonal routes to cities across Europe. It is also used as a summer seasonal hub by Vueling.



The airport was expanded progressively over the subsequent decades with runway, taxiway, apron and terminal enhancements designed to cope with the growing air tourist market. The runway is now 2,800m (06/24).

The airport traffic is characterized by the seasonal nature of the tourist industry, and as such it handles over 85% of the total volume of passengers during the six months of the peak season (May - September). The airport also offers year-round scheduled inter-island and mainland traffic, with flights operating to primary business hubs, such as Barcelona, Madrid and Palma de Mallorca.

The total traffic volume in 2014 included 6,211,882 passengers, 60,142 operations and 2,020 tonnes of cargo.

Lanzarote Airport (ACE)

Lanzarote Airport (IATA: ACE, ICAO: GCRR) also known as Arrecife Airport, is the airport serving the island of Lanzarote in the Canary Islands. The airport is located in San Bartolomé, Las Palmas, 5 km southwest of the town of Arrecife. It handles flights to many European airports, with hundreds of thousands of tourists each year, as well as internal flights to other Spanish airports. It handled 5,888,039 passengers in 2014.



There is one runway of 2,400m (03/21). The growing use of the airport called for the need of improved facilities. DME, ILS and VOR facilities were installed for runway 03/21 along with additional holding points. New runway lighting and a fire station were also commissioned. In 1999 a new passenger terminal opened (Terminal 1), with a capacity of 6 million passengers per annum. Since then, the original passenger terminal has been revamped and is now

used for national and inter-island flights (Terminal 2).

In 2002, in response to interest from both tourists and local people about the island's aviation heritage, Aena decided to use the Guacimeta passenger terminal as an aviation museum. The museum provides a comprehensive and detailed insight into the history of aviation on the island. There are a number of audio visual presentations.

Adolfo Suárez Madrid Barajas Airport (MAD)

Adolfo Suárez Madrid Barajas Airport (IATA: MAD, ICAO: LEMD) is the main international airport serving Madrid in Spain. In 2014, over 41 million passengers used Madrid-Barajas, making it the country's largest and busiest airport, and Europe's fifth busiest. It opened in 1928, and has grown to be one of the most important aviation centers of Europe. Located within the city limits of Madrid, it is just 9 km from the city's financial district and 13 km northeast of the Puerta del Sol, Madrid's historic center. The airport name derives from the adjacent district of Barajas, which has its own metro station on the same rail line serving the airport.

The Madrid-Barcelona air shuttle service, known as the "Puente Aéreo" (in Spanish), literally called "Air Bridge", is the one of the busiest air routes in Europe. The schedule has been reduced since February 2008, when the Madrid-Barcelona high-speed rail line was opened, covering the distance in 2½ hours, and quickly became popular. Barajas serves as the gateway to the Iberian Peninsula from the rest of Europe and the



world, and is a particularly key link between Europe and Latin America. The airport is the primary hub and maintenance base for Iberia. Consequently, Iberia Group is responsible for more than 50 percent of Barajas' traffic. Air Europa also has a Latin American hub at the airport.

There are two sets of parallel runways; one set are 3,988m (14R/32L) and 3,500m (14L/32R) and another set are 3,500m (18L/36R) and 4,179m (18R/36L) that allow simultaneous take-offs and landing into the airport, allowing 120 operations an hour (one take-off or landing every 30 seconds).



Terminal 4, designed by Antonio Lamela and Richard Rogers; and directed by Luis Vidal, and TPS Engineers, was built by Ferrovial and inaugurated on 5 February 2006. Terminal 4 is one of the world's largest airport terminals in terms of area. It consists of a main building, T4, and a satellite building, T4S. The new Terminal 4 is meant to give passengers a stress free start to their journey. This is managed through careful use of illumination, with glass panes instead of walls, and numerous domes in the roof which allow natural light to pass through. With this new addition, Barajas is

designed to handle 70 million passengers annually.



Terminals 1, 2 and 3 are adjacent terminals that are home to SkyTeam and Star Alliance airlines. Terminal 4 is home to Iberia, its franchise Air Nostrum and all Oneworld partner airlines.

Málaga-Costa del Sol Airport (AGP)

Málaga-Costa del Sol Airport (IATA: AGP, ICAO: LEMG) is the fourth busiest airport in Spain after Madrid-Barajas, Barcelona and Palma de Mallorca. It is an important airport for Spanish tourism as it is the main international airport serving the Costa Del Sol. It is 8 km southwest of Málaga and 5 km north of Torremolinos. The airport had over 13.7 million passengers in 2014.

The airport operates with three terminals and it has now two runways; one is 3,200m (13/31) and the other is 2,750m (12/30).

Málaga Airport is the busiest international airport of Andalucía, accounting for 83 percent of the region non-domestic traffic. It offers a wide variety of international destinations. The



airport, connected to the Costa del Sol, has a daily link with fifteen cities in Spain and over one hundred cities in Europe. Direct flights also operate to Africa and also to North America in the summer season. Airlines with a base at the airport are Air Europa, Norwegian, Ryanair and Vueling.

Málaga Airport has three terminals, adjacent to each other. There is also a General Aviation Terminal and a Cargo Terminal.

Menorca Airport (MAH)

Menorca Airport or Mahón Airport (IATA: MAH, ICAO: LEMH) is the airport serving the Balearic island of Menorca in the Mediterranean Sea, near the coast of Spain. The airport is located 4.5 km southwest of Mahón. Its facilities provide a premium service, meeting both the island's tourism needs as well as those of its capital city, Mahón,

where it is located. It is primarily a tourist airport with a large number of charter flights, especially during the summer. Spain, the United Kingdom and Italy account for the greatest number of passengers. Nationally, Barcelona, Madrid and Palma de Mallorca are the most important destinations.

The airport has one runway of 2,550m (01/19) and in 2014 handled 2,632,615 passengers, 24,716 flight operations and 1,422 tonnes of cargo traffic.



Palma de Mallorca Airport (PMI)

Palma de Mallorca Airport (IATA: PMI, ICAO: LEPA) is an airport located 8 km east of Palma, Majorca, adjacent to the village of Can Pastilla. It is the third largest airport in Spain, after Madrid's Barajas Airport and Barcelona Airport. During the summer months it is one of the busiest airports in Europe, and was used by 23.1 million passengers in 2014. The airport is the main base for the Spanish carrier Air Europa and also a focus airport for German carrier Air Berlin.



Palma de Mallorca Airport has two parallel runways; one is 3,270m (06L/24R) and the other is 3,000m (06R/24L) at the airport.

Due to rapid growth of passenger numbers, additional infrastructure was added to the two terminals A and B. The airport now consists of four modules: Module A, Module B, Module C and Module D. The airport can handle 25 million passengers per year, with a capacity to dispatch 12,000 passengers per hour (departures + arrivals).

Tenerife - South Airport (TFS)

Tenerife - South Airport (IATA: TFS, ICAO: GCTS) is one of two international airports located on the island of Tenerife (the other being Tenerife North Airport) and the largest of the Canary Islands. It is located in the municipality of Granadilla de Abona. Situated to the south of the island, at the heart of the tourist area, Tenerife Sur Airport was inaugurated by Queen Sofía on 6 November 1978.

In its first year of operations, the airport handled over a million passengers. Tenerife Sur Airport is open 24 hours a day. Currently it offers more than a



were handled.



hundred connecting flights and it is busiest on Fridays and during the winter season. More than 150 companies work on the premises. There is one runway of 3,200m (08/26).

To adapt airport capacity to the growing air traffic demands, significant infrastructure improvements are being carried out, particularly in the passenger terminal control area. In 2014 a total of 9,176,274 passengers, 60,290 flights and 3,376 tonnes of cargo

Valencia Airport (VLC)

Valencia Airport (IATA: VLC, ICAO: LEVC), which is situated 8 km west of the city of the capital, has become an important business and tourist center, encouraging economic growth in the area.

It handles mainly domestic scheduled flights and close to half of its traffic is with Madrid. Other national destinations of importance are Palma de Mallorca, Barcelona, Seville and Ibiza. The airport also handles a significant level of international traffic from European



Union countries, with most passengers coming from the United Kingdom, Germany, Italy and France. The airport has one terminal and one runway which is 3,215m (12/30). It is the main base of Iberia's regional carrier Air Nostrum.

General aviation is very important in the airport of Valencia. The agriculturally related private aviation maneuvers and air operations which take place every year are an important part of this airport's activity. In 2014, the airport processed 4,592,512 passengers, 56,438 operations and 12,514 tonnes of cargo.



Introduction of our computer system

To provide the services for which it is responsible, AECFA uses software called GESLOT. This slot coordination system is linked to the operational systems at the airports, supplying information about the slot allocated and schedule facilitated for each flight and receiving back the operational data of these flights for their further analysis.

The GESLOT system is at the forefront, technologically and functionally, of the slot coordination systems and applications now available worldwide, meeting all the requirements that the industry demands from this type of systems. GESLOT is a very flexible and adaptable system, offering the possibility of reflecting and reproducing any type of capacity restriction that might be defined for the airports.

Introduction of our members



[From left to right]

Mrs. Pilar Santos / Slot Coordinator, Mrs. Almudena Durá / Slot Monitoring, Mrs. Paloma Serrano / Slot Coordinator, Mr. Guillermo Cebrián / Head of Slot Monitoring & IT Dpt., Mrs. Laura Ganuza / Slot Coordinator, Mrs. Ángeles Garrido / Administration, Mrs. Arantxa Rodríguez / Slot Coordinator, Mr. Ignacio Monasterio / Director of Coordination, Mr. Rubén de Pablo / Slot Coordinator, Mr. Antonio Navarrete / Head of Slot Coordination Dpt., Mrs. Gema Sobrino / Slot Coordinator

Information of our office

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	time (08:00 – 15:00 local time during July and August) Friday: 08:00 – 15:00 local time
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From Chief Editor

I would like to express my sincere appreciation to Mr. Ignacio Monasterio for a wonderful article to Asian Breeze. I learnt a lot from this article. Especially, I was very surprised that there are 13 Level 3 airports and 14 Level 2 airports in Spain. Naturally, the scale of the office is so big having 11 people. I wish I could have more people in our office.

Finally, I would like to feature the 66th Sapporo Snow Festival held from 5 to 11 February in Sapporo, Hokkaido. The Sapporo Snow Festival, one of Japan's largest winter events, attracts a growing number of visitors from Japan and abroad every year. Every winter, about two million people come to Sapporo to see a large number of splendid snow and ice sculptures lining Odori Park, the grounds at Community Dome Tsudome, and along the main street in Susukino. For seven days in February, Sapporo is turned into a winter dreamland of crystal-like ice and white snow.

Thanks to this event, the New Chitose Airport is getting crowded at the beginning of February each year. Nowadays, this event attracts many people from South East Asian countries like Taiwan, Hong Kong and Malaysia because they don't have snow in their countries. (H.T.)

