

Asian Breeze (9)

(亜細亜の風)

April 7, 2010

Happy Spring to you

Hello! Dear Coordinators and Facilitators in Asia/Pacific. The cherry blossoms are now in full bloom in Tokyo. The cherry blossoms are usually in full from the end of March to the beginning of April. Cherry blossoms remind Japanese people of the entrance of school or recruit of freshmen since all the schools from kindergarten to university start from April, so do the companies and government agencies. April is the start of everything in Japan, just like spring refreshes everything. Similarly, our office name has changed to "Japan Schedule Coordination (JSC)" on April 1. In addition, one coordinator was added to our office.



As announced in the previous edition, Bangalore International Airport Limited (BIAL) in India sent us the nice article for this edition. In addition, I featured the expansion program of Tokyo International Airport (Haneda) which has been designated as Level 3 airport by IATA recently and the name change of our office.

City of Bangalore in India

Bangalore, also known as Bengaluru, is the capital of the Indian state of Karnataka. Located on the Deccan Plateau in the south-eastern part of Karnataka, Bangalore is India's third-most populous city and fifth-most populous urban agglomeration. Its population is about 5,800,000. Today as a large city and growing metropolis, Bangalore is home to many of the most well-recognized colleges and research institutions in India. Numerous public sector heavy industries, software companies, aerospace,



Vidhana Soudha



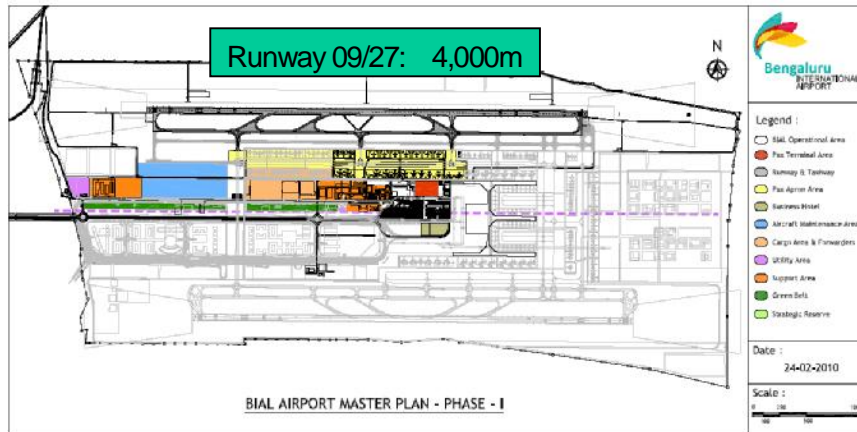
Bangalore Palace

telecommunications, and defense organizations are located in the city. Bangalore is known as the Silicon Valley of India because of its position as the nation's leading IT exporter.

A demographically diverse city, Bangalore is a major economic and cultural hub and the fastest growing major metropolis in India. Additionally, Bangalore is India's fourth largest fast moving consumer goods market. The city is the third largest hub for high net worth individuals and is home to

over 10,000 dollar millionaires and about 60,000 super-rich people.

Introduction of Bengaluru International Airport (BLR)



Bangalore International Airport Limited (BIAL), owner and operator of Bengaluru International Airport, Bangalore, India is a public limited company registered under the Indian Companies Act. The city of Bangalore commonly referred to as the Silicon Valley of India, and with a distinctive focus on other sectors like bio-technology, pharmaceuticals, etc.

has experienced unprecedented aviation growth requiring an airport of world-class standards. The growth in aviation at Bangalore has been primarily driven by liberalization of the Indian economy and liberalized policies in the civil aviation sector promoting increased air travel.

Bengaluru International Airport is a Greenfield venture conceived and developed on the Public - Private Partnership (PPP) model driven by liberalized aviation initiatives of the Government of India. The financial structure is composed of 74% private participation and 26% participation from government entities. The airport, spread over an area of 4,000 acres, is located 40 kilometers north of the city's central business district, was opened on May 24 2008 as the single airport for commercial aviation in Bangalore, serving international and domestic passenger and cargo traffic.



Control Tower and Terminal Building



Passenger Terminal Building

Since airport opened, it has had the distinction to inaugurate new international services introduced by Dragon Air, Tiger Airways, Oman Air, Air Mauritius, Saudi Arabian, and Kingfisher Airlines, along with increase of frequencies by several international airlines already serving Bangalore. In the recent timeline, it is to be served by Air China, Qatar Airways, Silk Air, Air Asia, and Federal Express. Newer routes are in the pipeline with more international airlines approaching the Bengaluru International Airport to start operations. With these new routes and more expected, Bangalore is poised to become an important aviation hub for the South of India.

The airport served 8.71 M passengers and 105,777 aircraft movements from April 2008 to March 2009 and is expected to serve 9.9 M passengers from April 2009 to March 2010. The airport has already initiated the next phase of expansion to tune in with high growth passenger and cargo demand.

Self Introduction of our staff members

Schedule Facilitation at Bengaluru International Airport is led by the Department of Planning & Statistics. The core Schedule Facilitation team comprises of:

Mr. Sachin Deo - Head Planning & Statistics who leads Schedule Facilitation along with other responsibilities in Operations Planning covering airport capacity management, and Management Information Systems.

Mr. Arvind Arya - Manager Slot Coordination who is the one point contact with full responsibility for all topics of Schedule Facilitation.

Mr. Zameer Shareef - Senior Analyst Slot Coordination who provides business and systems support for all topics of Schedule Facilitation.



Sachin Deo



Arvind Arya

Schedule Facilitation at BLR

Schedule Planning Framework

The core team of Schedule Facilitation was instrumental in planning, organization, and structuring the framework of schedule facilitation for this Greenfield project and initialized the required airline, government, and IATA relationships that contributed in successful airport opening. The period prior to airport opening revolved around defining the schedule facilitation business model, setting up the required business policies and processes (with respect to Airlines, Government of India, Internal departments of BIAL, and IATA) to interface with internal and external stakeholders, setup of mechanisms to transfer existing schedules from old airport, and selection of a technology tool for efficient coordination.

Roles and Responsibilities

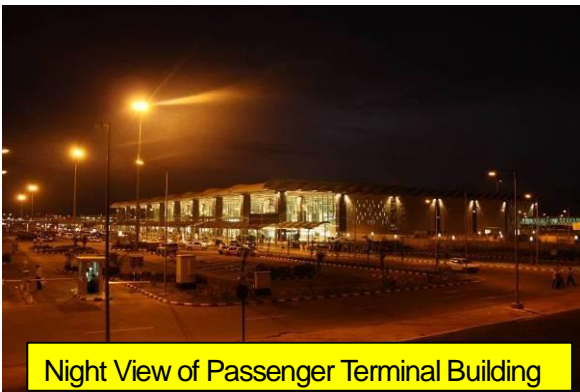
The framework of schedule facilitation is now transitioned to an operational state and Bengaluru International Airport has implemented the process of schedule facilitation for the last five scheduling seasons. IATA has designated Bengaluru International Airport as Level 2 airport. Schedule Facilitation at Bengaluru International Airport currently provides services to 12 scheduled domestic airlines and 25 scheduled international airlines in addition to servicing non-scheduled airlines operating at Bangalore. The airport remains operational for 24-hours.



Bengaluru International Airport uses the schedule facilitation mechanism to reduce the imbalance between the demand of airlines and the availability of air space and airport infrastructure / facilities at BIAL airport.

BIAL Schedule Facilitation

- Schedule facilitation process as defined by International Air Transport Association (IATA) and Government of India (GOI)
- Local requirements defined through Local and General Rules
- Airport capacity (Terminal / Passenger flow, Apron and Runway) focused schedule facilitation mechanism
- Airport capacity analysis through market-leading software solution



Schedules are facilitated based on guidelines published by Schedule Facilitation Team, with a participation in Summer and Winter Schedules conference organized by IATA (For international airlines), and Airports Authority of India (For domestic airlines). This team also facilitates the changes in the operational season both for scheduled domestic and international airlines.

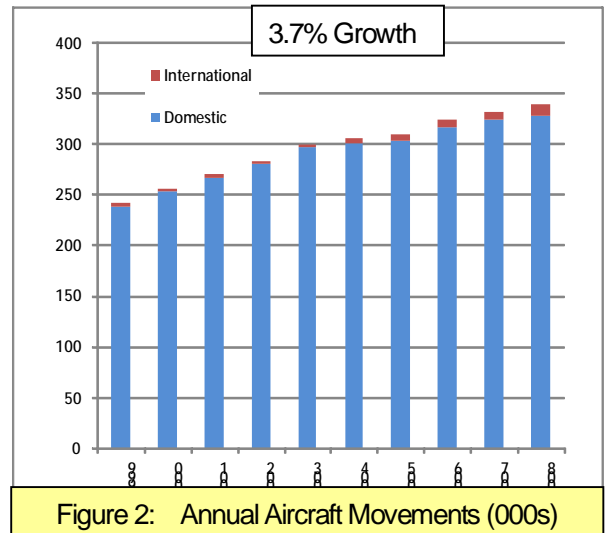
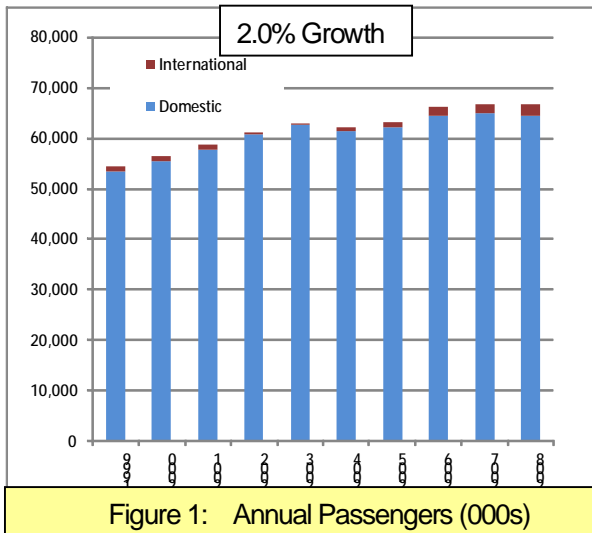
Introduction of our computer system

BIAL Schedule Facilitation has developed a partnership with Prolog Development Center (PDC) from Denmark and selected SCORE application for facilitation of schedules. This relationship was conceptualized in August 2007 and SCORE application has been in use since inception of the airport. BIAL Schedule Facilitation has gained considerable productivity benefits through the use of SCORE, and is the first airport in India to automate schedule facilitation processes.

Tokyo International Airport (Haneda) Expansion Program

1. Current Situation

Tokyo International airport (Haneda) is the 4th largest airport in the world in terms of the number of passengers, handling over 66 million passengers with 340,000 aircraft movements in 2008. Haneda Airport has been utilized as domestic hub airport in Tokyo Metropolitan Area since the inauguration of Narita International Airport in 1978. The past trend of passengers and aircraft movements for ten years at Haneda Airport is shown in Figure 1 and Figure 2.



As clearly shown, the ratio of international aircraft movement is quite low showing only 3.4% in 2008, since only international charter services have been allowed at Haneda Airport. Being used as mainly domestic hub airport, the annual growth rate for passengers and aircraft movements is calculated to be 2.0% and 3.7% respectively reflecting strong domestic demands.

2. Haneda Expansion Project

Due to the continuous domestic demands for Haneda Airport, the Japan Civil Aviation Bureau (JCAB) has implemented the Haneda expansion project. In this project, the 4th runway, new cross wind D-runway (2,500m) will be constructed. In addition, the new international passenger terminal building (IPTB) as well as international cargo terminal buildings (ICTB) will be constructed in order to accommodate international scheduled services.

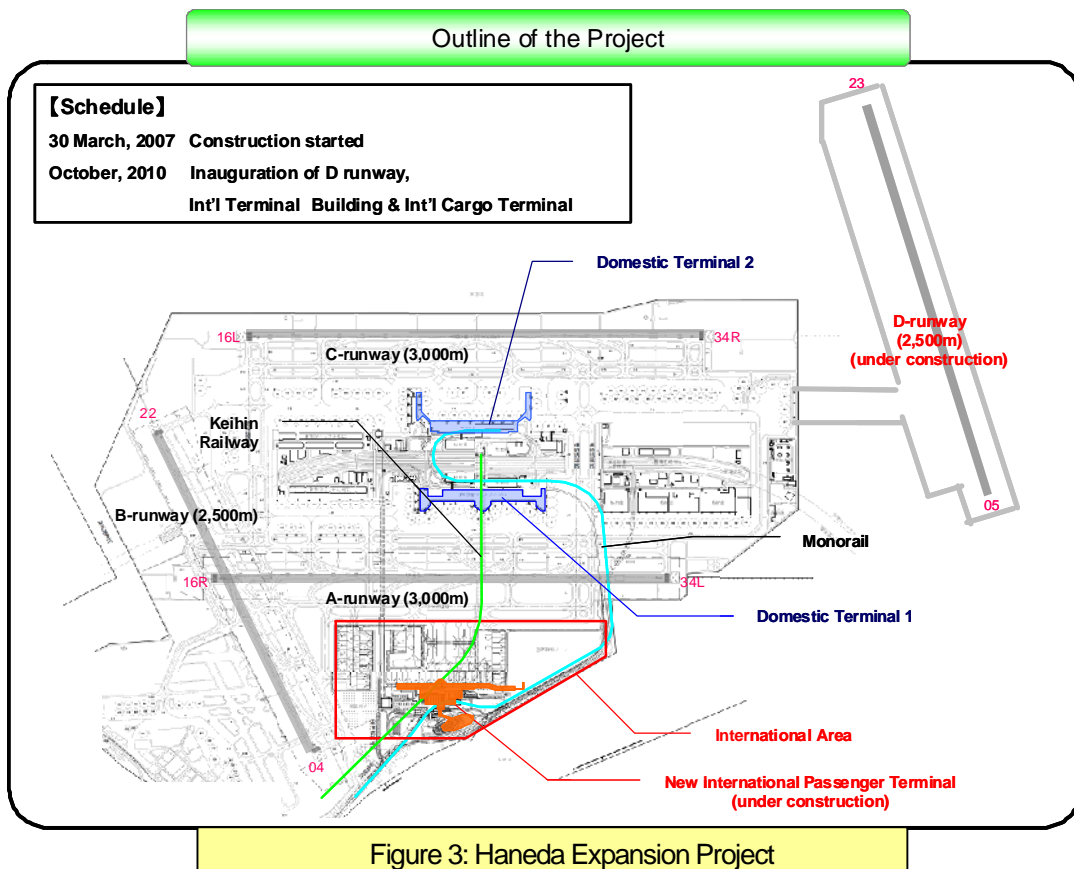


Figure 3: Haneda Expansion Project

3. Construction of D-runway and International Passenger Terminal

The latest pictures of construction of D-runway and IPTB is shown in Figure 4. The construction of D-runway and IPTB is now underway along with originally planned schedule and they will be completed in October, 2010.



Figure 4: The construction of D-runway (left) and International Passenger Terminal Building (right)

4. Demand Estimation and Capacity Analysis for Future

In December 2009, NRT/KIX schedule coordination conducted a survey by sending a questionnaire to all the airlines serving to Japanese airports in 2009W. The questionnaire asked such intentions as when to start, where to and from, and what time to arrive and depart. They received the answers from 49 airlines on their intentions. In making a capacity analysis for future, the answers only from airlines that are entitled to operate at Haneda Airport by JCAB were taken into consideration. In addition, the answers to start operations from 2010W were considered.

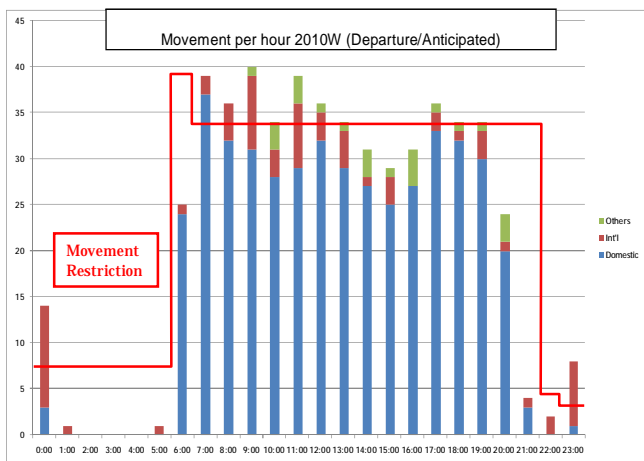


Figure 5: Anticipated movement 2010W (Departure)

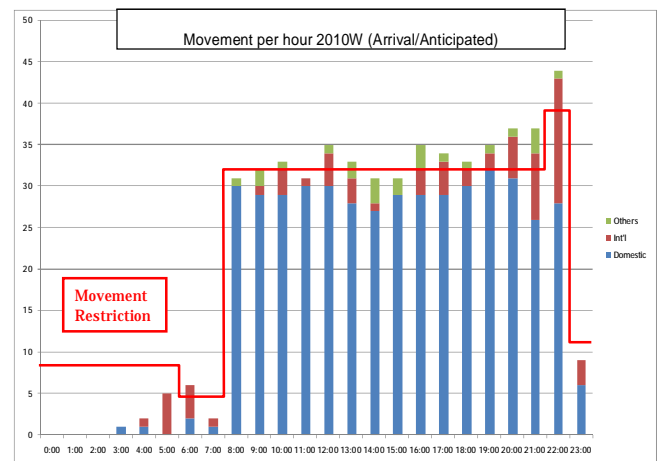
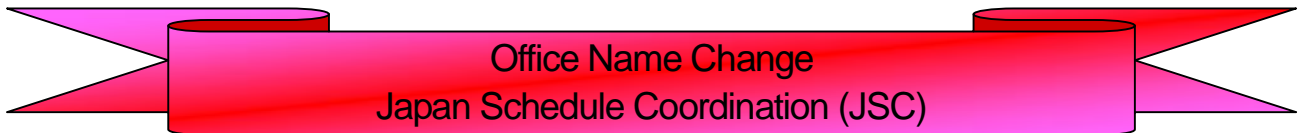


Figure 6: Anticipated movement 2010W (Arrival)

With the conditions mentioned above, the anticipated hourly aircraft movement for departure, arrival and the movement restriction is shown in Figure 5 and Figure 6 respectively. As shown, most of departure slots are full or exceeds the restriction limit during the daytime except for 14:00 - 16:55. During the night time, the demand for 23:00 - 0:55 exceeds the restriction limit. The arrival slot is almost full during the daytime except for 14:00 - 15:55. During the night time, the demand for 16:00 - 22:55 exceeds the restriction limit peaking at 22:00.

5. Airport Level Change

The JCAB has asked IATA to consider the airport level change of Haneda to Level 3. After the careful and thorough deliberation, IATA has designated Haneda airport as Level 3 airport on March 11, 2010, and notified all the airlines concerned worldwide.



It is our pleasure to announce that effective as from April 1st, 2010, the name of "NRT/KIX Schedule Coordination" has been changed with an entrustment of schedule coordination from JCAB of Tokyo International Airport (Haneda) from W10.

We would draw your attention about the information of the following changes and ask to circulate among sections concerned.

1. New Name, Effective Date

- (1) New Name: Japan Schedule Coordination (JSC),
 - (2) Effective date: April 1st, 2010
- (Office address, telephone and FAX number remain the same)

2. E-mail Address Change

(1) E-mail address for General (inquiries or questions in a free format purpose ONLY)

- E-mail address will be changed to (jsc@schedule-coordination.jp) and this new address will be effective from **April 1st**.
- Current E-mail address (nrt.kix@schedule-coordination.jp) will be maintained during the transitional period of one month. After the end of April this E-mail address will be decommissioned.

(2) E-mail address for SSIM message (SSIM chapter 6 formatted messages purpose ONLY)

- The current address of scr@schedule-coordination.jp will remain the same.

3. Website Renewal

With this change, our website was also renovated to provide better service and more information for your convenience. Please visit our website at <http://www.schedule-coordination.jp/>

From the Chief Editor

Mr. Sachin Deo sent us very informative article of Bengaluru International Airport. I was impressed with a master plan of Bengaluru International Airport where second 4,000m open parallel runway is designed and will be constructed in the future. It is no wonder considering third-most populous city and leading IT exporter as Silicon Valley of India.

I featured the expansion project of Tokyo International Airport (Haneda) which was designated as Level 3 airport recently. The international scheduled service will commence after the completion of D-runway and new international passenger terminal building in October. I hope the information will be useful for the readers. With the office name change, our web site was renovated so that Haneda's schedule information will be referred and more useful information can be easily accessed. The back-number issue of Asian Breeze can also be retrieved from the web site. Please visit www.schedule-coordination.jp.

Having finished editing this issue, I should go out to appreciate cherry blossoms. In this season, Japanese people go out with lunch box and beer, wine or Sake (Japanese rice wine) to enjoy the cherry trees. Families or company colleagues tend to get together under the cherry trees drinking beer or Sake. Some people enjoy Karaoke party. Anyway, now is the best season of the year in Japan.

