

# Asian Breeze (61)

## (亜細亜の風)

21 December 2018

Merry Christmas to you all

Dear Coordinators and Facilitators in Asia/Pacific region. I hope everyone is enjoying the joyous Christmas holiday seasons. Christmas illumination is everywhere and Christmas songs are floating around everywhere in Tokyo. Tokyo is now wrapped up in Christmas mood. People are buying Christmas presents and visiting famous illumination places which are common familiar sceneries of the season.

Ten years have passed since I started to issue the Asian Breeze. The Asian Breeze has been issued every two months without a disruption which can be attributed to your constant support and contribution. I really appreciate your supports up to now. Committed to continue issuing the Asian Breeze, I would like to ask you your continued support by providing me with your hot news. Please send me your contribution to [asianbreeze@schedule-coordination.jp](mailto:asianbreeze@schedule-coordination.jp).



As a successive issue from previous one, we received again a wonderful contribution from Ms. Petra Popovac (Airports Coordination Australia). Contribution features Darwin International Airport (DRW), Gold Coast Airport (OOL) and Melbourne International Airport (MEL). Some pictures of Madrid and Asian Tea Gathering at IATA SC143 are also posted. I hope you will find them interesting.

### Darwin International Airport (DRW)

Darwin International Airport (IATA: DRW, ICAO: YPDN) is the busiest airport serving the Northern Territory and the tenth busiest airport in Australia. It is the only airport serving Darwin. The airport is located in Darwin, Northern Territory's northern suburbs, 8km from the Darwin city center, in the suburb of Marrara. It shares runways with the Royal Australian Air Force's RAAF Base Darwin.

Darwin Airport has scheduled flights to destinations in the Northern Territory, around Australia and in Southeast Asia. Only one terminal is used for both domestic and international services. On the 9 May 2015, a new expanded terminal was officially opened. The expansion, costing \$85 million, increased the floor area from

16,000 to 27,000m<sup>2</sup> and doubled the capacity of the airport at peak periods. It offers expanded arrivals and departures area, four new domestic and two new international boarding gates, additional security screening areas, a larger check-in area and a new multi-use baggage reclaim area for both domestic and international arrivals. The extended terminal also features Qantas and Virgin Australia airline lounges as well as Duty Free and other retail areas.

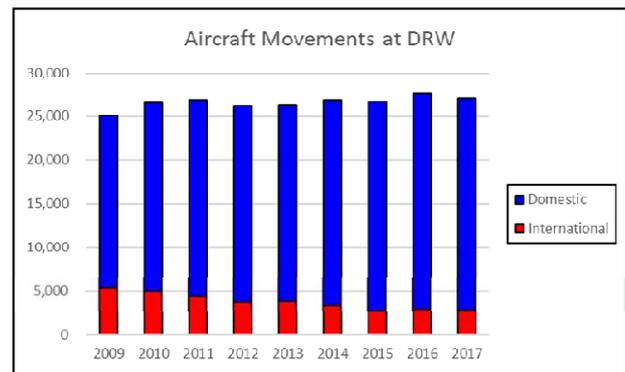
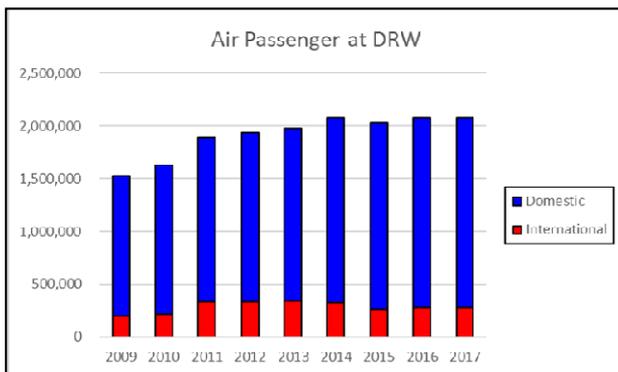
## Air Transport Statistics

### (1) Air Passengers

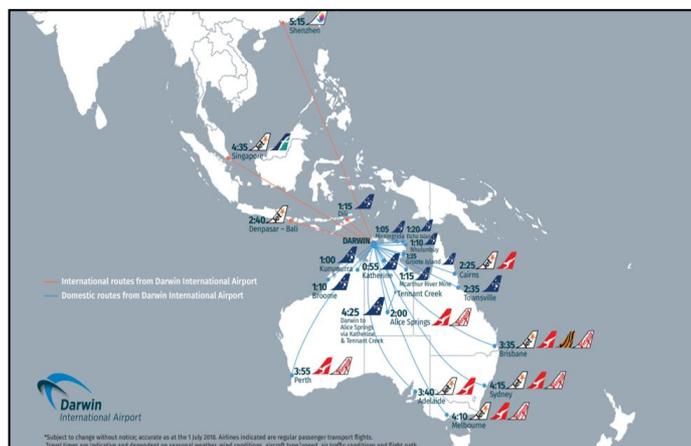
FY	2009	2010	2011	2012	2013	2014	2015	2016	2017
International	195,742	217,005	326,935	328,714	333,217	318,670	262,787	272,069	274,964
Domestic	1,324,799	1,405,968	1,559,770	1,612,078	1,643,931	1,760,539	1,768,761	1,803,129	1,801,998
<b>Total</b>	<b>1,520,541</b>	<b>1,622,973</b>	<b>1,886,705</b>	<b>1,940,792</b>	<b>1,977,148</b>	<b>2,079,209</b>	<b>2,031,548</b>	<b>2,075,198</b>	<b>2,076,962</b>

### (2) Aircraft Movements

FY	2009	2010	2011	2012	2013	2014	2015	2016	2017
International	5,327	5,017	4,480	3,753	3,925	3,451	2,763	2,980	2,868
Domestic	19,775	21,628	22,392	22,528	22,395	23,451	24,005	24,635	24,188
<b>Total</b>	<b>25,102</b>	<b>26,645</b>	<b>26,872</b>	<b>26,281</b>	<b>26,320</b>	<b>26,902</b>	<b>26,768</b>	<b>27,615</b>	<b>27,056</b>



## Air Route Map



## Airport Infrastructure

There are two runways at DRW. The main runway (11/29) is 3,354m and the cross wind runway (18/36) is 1,524m.



## Passenger Terminals

Darwin Airport has an international terminal, a domestic terminal and a cargo terminal. Both of the passenger terminals have a number of shops and cafeterias. In 2017 the airport served 27,056 flights and 2,076,962 passengers.



Australian low-cost carrier, Jetstar Airways, had expressed a keen interest in developing Darwin Airport as a hub for its trips to Asia. With the close proximity to Southeast Asia, Jetstar anticipated that it would be able to make flights using smaller aircraft, such as the Airbus A320 to fly anywhere within 4 to 5 hours from Darwin. Jetstar did eventually use Darwin as a base, with flights to Singapore, Bali, and Tokyo via Manila but was forced to cut back on them in May 2013. Flights to Bali were retained while flights to Singapore would now operate by Jetstar Asia with Singapore-based aircraft. New low cost carrier Tiger Airways had also expressed interest in making Darwin Airport its second hub; however, Tiger terminated its flights from Singapore to Darwin in October 2008, and for quite some time only operated domestic flights to Melbourne, however these flights have also now been terminated. Tiger started flights from Brisbane to Darwin after starting its Brisbane base.

In December 2010 the Federal Government approved the Darwin Airport Master Plan, a 20-year blueprint of how the airport will be affected by and manage issues such as aviation growth and the rise of Darwin Airport as an international transit point between Europe, Asia and Australia.



## Gold Coast Airport (OOL)

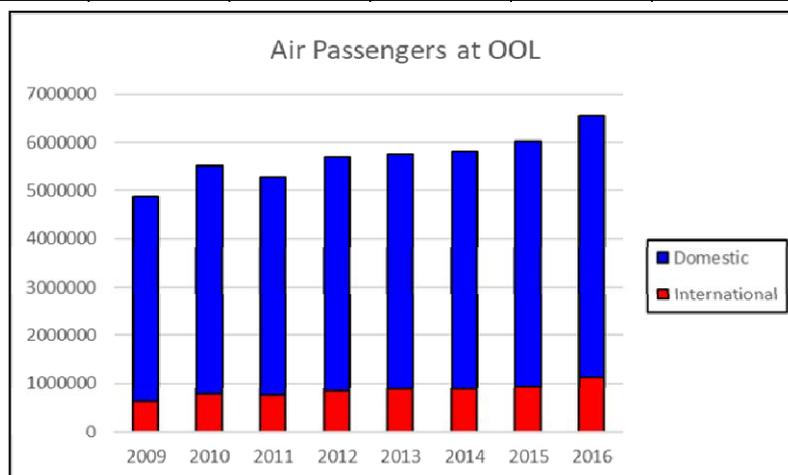
Gold Coast Airport (formerly known as Coolangatta Airport) (IATA: OOL, ICAO: YBCG) is an international Australian airport located at the southern end of the Gold Coast and approximately 90km south of center of Brisbane, within South East Queensland agglomeration. The entrance to the airport is situated in the suburb of Bilinga near Coolangatta. The runway itself straddles the state border of Queensland and New South Wales. During summer these states are in two different time zones. The Gold Coast Airport operates on Queensland Time all year round (year-round AEST / UTC+10).

For the 2015 financial year, Gold Coast Airport exceeded 6 million passengers. It is the sixth-busiest airport in Australia, and the busiest outside a state capital, in terms of passengers, and eighth-busiest in aircraft movements. It is also the third-fastest-growing airport in the country.

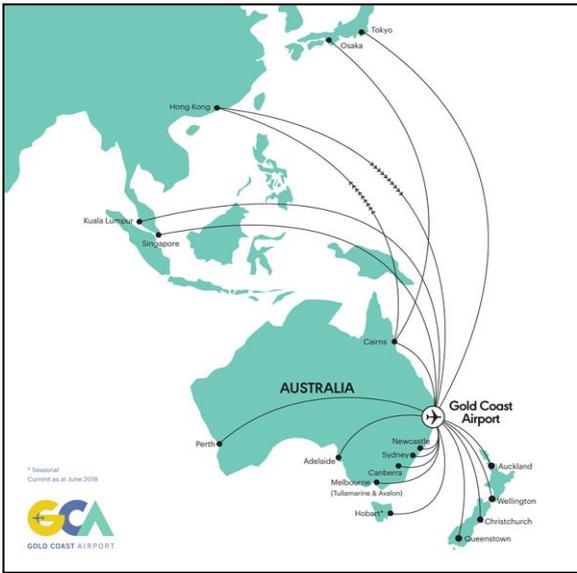
## Air Transport Statistics

### (1) Air Passengers

<i>FY</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<b>International</b>	636,332	786,669	757,363	853,775	893,620	896,548	942,318	1,116,533
<b>Domestic</b>	4,245,820	4,726,275	4,517,678	4,822,645	4,844,629	4,915,846	5,080,659	5,416,786
<b>Total</b>	<b>4,882,152</b>	<b>5,512,944</b>	<b>5,275,041</b>	<b>5,676,420</b>	<b>5,738,249</b>	<b>5,812,394</b>	<b>6,022,977</b>	<b>6,533,319</b>



## Air Route Map



## Airport Infrastructure

There are two runways at OOL. The main runway (14/32) is 2,492m and the cross wind runway (17/35) is 582m.

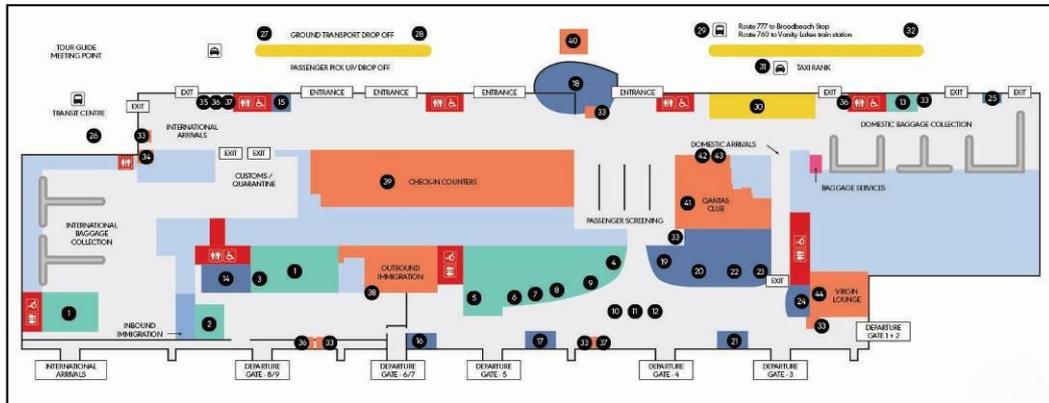


## Passenger Terminals

The construction of main terminal was completed in 2010, the project doubled the size of the old facility to almost 27,000m<sup>2</sup>, incorporating domestic and international operations with self-service kiosks and 40 common-user check-in desks. The works will accommodate forecast growth for the next 10 years with a further expansion, stage two, scheduled to kick in upon demand. The main terminal - Terminal 1 - currently houses operations for

Jetstar Airways, Virgin Australia, Air New Zealand, AirAsia X, Tigerair and Scoot.

Tigerair flights previously operated from a low-cost terminal with basic amenities, located approximately 200m from the main terminal building. Tiger flights have since been moved to the main terminal.



## Melbourne International Airport (MEL)

Melbourne International Airport (IATA: MEL, ICAO: YMML), colloquially known as Tullamarine Airport, is the primary airport serving the city of Melbourne, and the second busiest airport in Australia. It was opened in 1970 to replace the nearby Essendon Airport. Melbourne Airport is the sole international airport of the four airports serving the Melbourne metropolitan area.

The airport comprises four terminals: one international terminal, two domestic terminals and one budget domestic terminal. It is 23km from the city center, adjacent to the suburb of Tullamarine. The airport has its own postcode - Melbourne Airport, Victoria (postcode 3045).

In 2017 around 25 million domestic passengers and 10 million international passengers used the airport. The Melbourne–Sydney air route is the fifth most-travelled passenger air route in the world. The airport features direct flights to 33 domestic destinations and to destinations in the Pacific, Europe, Asia, North America and South America. Melbourne Airport is the number one arrival/departure point for the airports of four of Australia's eight other capital cities. Melbourne serves as a major hub for Qantas and Virgin Australia, while Jetstar Airways and Tigerair Australia utilize the airport as home base. Domestically, Melbourne serves as headquarters for Australian airExpress and Toll Priority and handles more domestic freight than any other airport in the nation.

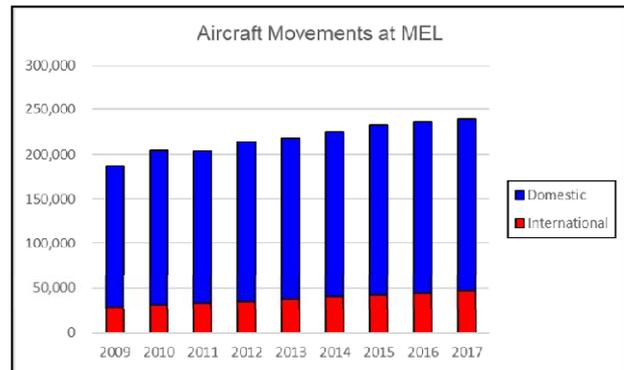
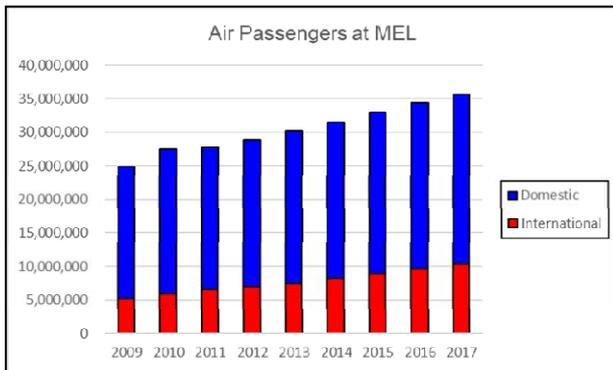
# Air Transport Statistics

## (1) Air Passengers

FY	2009	2010	2011	2012	2013	2014	2015	2016	2017
International	5,130,352	5,872,511	6,460,958	6,819,242	7,312,143	8,022,466	8,859,316	9,642,586	10,323,782
Domestic	19,755,218	21,522,253	21,206,546	22,098,350	22,908,284	23,364,327	23,930,897	24,732,603	25,235,596
Total	24,885,570	27,394,764	27,667,504	28,917,592	30,220,427	31,386,793	32,790,213	34,375,189	35,559,378

## (2) Aircraft Movements

FY	2009	2010	2011	2012	2013	2014	2015	2016	2017
International	29,061	31,909	33,775	35,415	37,495	40,472	42,313	44,672	46,882
Domestic	158,047	172,673	170,033	177,808	181,089	184,808	190,123	191,574	191,738
Total	187,108	204,582	203,808	213,223	218,584	225,280	232,436	236,246	238,620



# Air Route Map

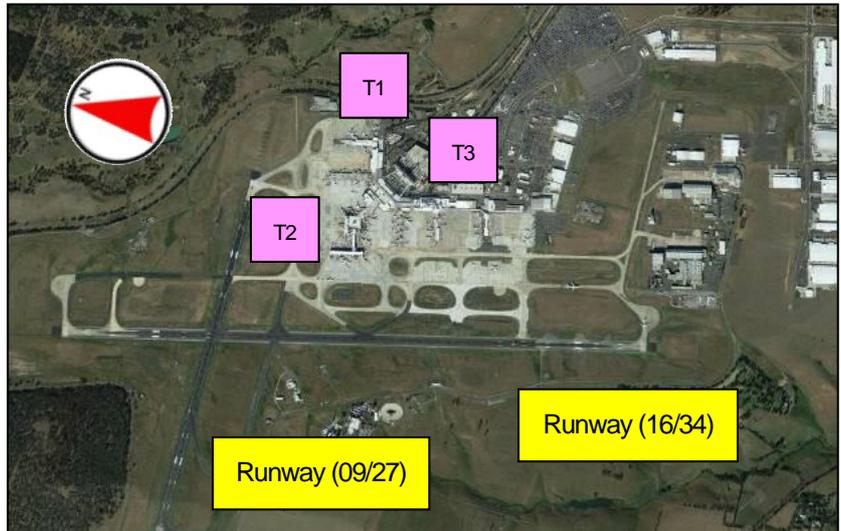


## Airport Infrastructure

There are two runways at MEL. The main runway (16/34), north-south is 3,657m and the cross wind runway (09/27) east-west is 2,286m.

Due to increasing traffic, several runway expansions are planned, including an 843m extension of the north-south runway to lengthen it to 4,500m, and a 1,214m extension of the east-west runway to a total of

3,500m. Two new runways are also planned: a 3,000m runway parallel to the current north-south runway and a 3,000m runway south of the current east-west runway. The current east west runway extension and new third runway are expected to cost \$500-750 million with major construction set to begin around 2019 and be complete by 2022, pending approval. Traffic movement is expected to reach 248,000 per annum by 2017, necessitating a third runway.

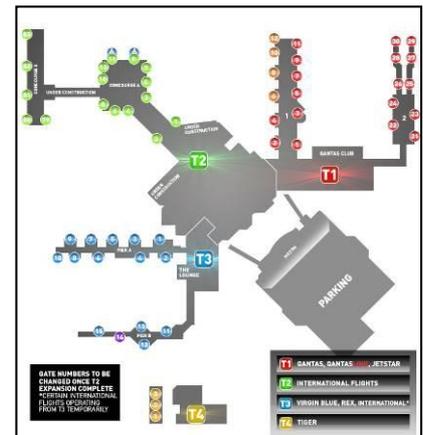


## Passenger Terminals

Melbourne Airport's terminals have 68 gates: 53 domestic and 15 international use. The current terminal numbering system was introduced in July 2005; they were previously known as Qantas Domestic, International, and South (formerly Ansett Domestic).

### Terminal 1

Terminal 1 hosts domestic and regional services for Qantas Group airlines, Qantas and QantasLink (which is located to the northern end of the building). Departures are located on the first floor, while arrivals are located on the ground floor. The terminal has 16 parking bays served by aerobridges; 12 are served by single aerobridges whilst four are served by double aerobridges. There are another five non-aerobridge gates, which are used by QantasLink.



## Terminal 2

Terminal 2 handles all international, and limited domestic, flights out of Melbourne Airport, and was opened in 1970. The terminal has 20 gates with aerobridges. Cathay Pacific, Malaysia Airlines, Qantas, Singapore Airlines, Air New Zealand, Etihad Airways and Emirates all operate airline lounges in the terminal.

OA \$330 million expansion program for Terminal 2 was announced in 2007 and was completed in 2012. The objectives of this project include new lounges and retail facilities, a new satellite terminal, increased luggage capacity and a redesign of customs and security areas. A new satellite terminal features floor-to-ceiling windows offers views of the North-South runway. The new concourse includes three double-decker aerobridges which are gates 16, 18 and 20, each accommodating an A380 aircraft or two smaller aircraft and one single aerobridge. The baggage handling capacity will be increased, and two new baggage carousels will cater to increased A380 traffic.



## Terminal 3

Terminal 3 opened with the airport as the Ansett Australia terminal, but is now owned by Melbourne Airport. Terminal 3 is home to Virgin Australia. It has eleven parking bays served by single aerobridges and eight parking bays not equipped with aerobridges.

Melbourne Airport undertook a major renovation and facelift of the terminal, following which Virgin Australia (then Virgin Blue) moved in from what was then called Domestic Express (now Terminal 4), and has since begun operating The Lounge in the terminal, using the former Ansett Australia Golden Wing Lounge area. Regional Express also operates an airline lounge in the terminal. The second pier of T3 was lost to the new T4, out of the ten gates they will be reclaiming three. While the others will be used by Tigerair Australia. Check-In facilities for Virgin Australia will still be in T3.



## Terminal 4

Terminal 4 - originally called the Domestic Express or South Terminal - is dedicated to budget airlines and is the first facility of its kind at a conventional airport in Australia. It was originally constructed for Virgin Blue (Virgin Australia) and Impulse Airlines. Virgin Blue eventually moved into Terminal 3 following the demise of Ansett. A \$5 million refit began in June 2007 along the lines of the budget terminal model at Singapore Changi Airport and Kuala Lumpur International Airport. Lower landing and airport handling fees are charged to airlines due to the basic facilities, lack of jet bridges, and fewer amenities and retail outlets compared to a conventional terminal.

However, the terminal is located next to the main terminal building, unlike in Singapore and Kuala Lumpur. The terminal was rebuilt by Tiger Airways Australia, which has used it as its main hub since it operated its first domestic flight on 23 November 2007.

Jetstar Airways confirmed its involvement in discussions with Melbourne Airport regarding the expansion of terminal facilities to accommodate for the growth of domestic low-cost services. The expansion of Terminal 4 includes infrastructure to accommodate Tiger Airways Australia and Jetstar Airways flights. The development cost hundreds of millions of dollars. In March 2012 it was announced that in October the same year T4 is to break ground, an expected completion of July 2014 was released, but was pushed back to late August 2015 and opened on 18 August 2015. The new T4 terminal is 35,000m<sup>2</sup> and linked "under one roof" with T3. Terminal 4 is currently used by Tigerair Australia, Regional Express Airlines, Jetstar and Airnorth. In November 2015 Jetstar moved into T4. Three Gates are dedicated to Virgin Australia. Currently the Tigerair Australia Pier is not fully complete; while they are building it, there is a makeshift walkway to the gates. Jetstar has triple the amount of gates they had at T1.

## Good Memories of Madrid (SC143)



## Asian Tea Gathering in Madrid



### From Santa Clause (Chief Editor)

I would like to express my sincere appreciation again to Ms. Petra Popovac for her excellent contribution to Asian Breeze. I am very impressed to know that Melbourne International Airport (MEL) is a huge airport which is almost comparable with Narita International Airport (NRT). It is also planned there will be two more runways in order to accommodate the future demands. What a splendid plan! Next issue will feature the rest of congested airports in Australia; Perth International Airport (PER) and Sydney International Airport (SYD).

Having finished this issue, I should rush to famous Christmas illumination places in Tokyo. There are some nice illumination spots near our office. Finally, I wish you a Merry Christmas and a Happy New Year of 2019. Next year is an Earth Pig or Wild Boar according to Chinese Zodiac. (H.T.)

