

# Asian Breeze (71)

(亜細亜の風)

Happy Summer Vacation to you

11 August 2020

Dear Coordinators and Facilitators in Asia/Pacific regions,  
Greetings from Hot and Humid Tokyo.

In usual years, many fireworks (Hanabi) display events are taken place at many places in Japan. However, this year, many summer festivals including Hanabi display events have been cancelled because of the spread of COVID-19.

Going back to seventeenth century, the Shogun of the Edo feudal government decided to launch the fireworks displays

as memorial to the souls of innumerable people who died of severe starvation and outbreak of cholera, and to pray for the eradication of the disease. Since then, Japanese people used to launch fireworks display in hopes of repelling pestilence and praying for repose of souls and reconstruction after disaster.

This year, Secret Fireworks Shows “Cheer up! HANABI project” was planned with the participation of more than 160 firework makers, in voluntarily basis, and simultaneous fireworks displays lighted up the night sky in all 47 prefectures of Japan only for five minutes with no live audience and no prior announcements for encouraging staying home. Many people including those who work for medical service were encouraged seeing HANABI.

For this issue, I have received a wonderful contribution from Mr. Tanvir Moulvi, Head Coordinator of Mumbai International Airport Ltd (MIAL) featuring Chhatrapati Shivaji Maharaj International Airport.



Farewell to Hiroki Takeda

While Mr. Takeda spent twelve years as a head coordinator at Japan Schedule Coordination (JSC), he is now leaving our office in September for a new horizon. He left many remarkable achievements in schedule facilitation and slot coordination fields as a WWACG Board member. He started issuing this “Asian Breeze” in 2008 to introduce the various facilitators and coordinators in the world. He also set up Asia/Pacific Airport Coordinators Association (APACA) under WWACG in 2010 to exchange the views and solve the slot related issues in this region. Although we miss him, we should see him off with a smile for his new journey.



Leaving our office, his message to all the facilitators and coordinators in Asia/Pacific region is as follows. “The most rewarding thing is to establish the warm friendships with many people by attending the international conferences. I will always remember and cherish many pleasant moments I had and the supports I received.”

Especially, APACA was established ten years ago in this fast growing region of the world, it has been successfully conducted up to now with your great supports. I hope it will play more and more important roles in this difficult situation. The regrettable thing is to leave in the middle of difficult situations or crisis airlines and airports are facing due to COVID-19. I hope the normal aircraft operations will resume as soon as possible. My dear friends, I wish you a success and a quick recovery from COVID-19.”

## Airports in India

There are 123 airports in India with scheduled flights including some with dual civilian and army use. Among 123 airports, there are 34 international airports.

There are 10 congested airports registered in IATA. There are six Level 2 airports and four Level 3 airports which are shown in below table. States owned airports are AMD, CCJ, MAA, JAI, CCU and TRV which are managed by Airport Authority of India (AAI). Privatized airports are BLR, DEL, HYD and BOM which are managed by its own company.



	Airport Name	IATA Code	ICAO Code	A/P Level	Contact E-mail
India	Sardar Vallabhbhai Patel International Airport (Ahmedabad)	AMD	VAAH	2	intslotsaai@aai.aero
	Kempegowda International Airport , Bengaluru	BLR	VOBL	2	slotcoordination@bialairport.com
	Calicut International Airport	CCJ	VOCL	2	intslotsaai@aai.aero
	Chennai International Airport	MAA	VOMM	3	intslotsaai@aai.aero
	Indira Gandhi International Airport (Delhi)	DEL	VIDP	3	intslots.igia@gmrgroup.in
	Rajiv Gandhi International Airport (Hyderabad)	HYD	VOHS	2	slotcoord.hyderabad@gmrgroup.in
	Jaipur International Airport	JAI	VIJP	2	intslotsaai@aai.aero
	Netaji Subhas Chandra Bose International Airport (Kolkata)	CCU	VECC	3	intslotsaai@aai.aero
	Chhatrapati Shivaji Maharaj International Airport (Mumbai)	BOM	VABB	3	slots@csia.gvk.com
	Trivandrum International Airport	TRV	VOTV	2	intslotsaai@aai.aero

## Chhatrapati Shivaji Maharaj International Airport

Chhatrapati Shivaji Maharaj International Airport, Mumbai (IATA: BOM, ICAO: VABB), formerly known as Sahar International Airport, is the primary international airport serving the Mumbai Metropolitan Area, which is the sixth most populous metropolitan area in the world with a population of over 23 million. Mumbai lies on the Konkan coast on the west coast of India. This is the world's busiest single runway operated airport in the world and the second busiest airport in the country in terms of total and international passenger traffic after Delhi, and was the 14th busiest airport in Asia and 28th busiest airport in the world by passenger traffic in calendar year 2017. Its passenger traffic was about 49.8 million in year 2018. It's also the second busiest airport in terms of cargo traffic.

The airport has two operating terminals spread over a total land area of 750 hectares (1,850 acres) and handles about 950 aircraft movements per day. It handled a record 1,007 aircraft movements on 9 December 2018, higher than its earlier record of 1,003 flight movements in a day in June 2018. It handled a record 51 movements in one hour on 16 September 2014.

The airport is operated by Mumbai International Airport Limited (MIAL), a Joint Venture between the Airports Authority of India and the GVK Industries Ltd led consortium which was appointed in February 2006 to carry out the modernization of the Airport. The new integrated terminal T2 was inaugurated on 10 January 2014 and opened for international operations on 12 February 2014. The airport is named after the 17th-century Maratha king Chhatrapati Shivaji, having been renamed in 1999 from the previous "Sahar Airport" to "Chhatrapati Shivaji International Airport" (the title "Maharaj" was inserted on 30 August 2018).

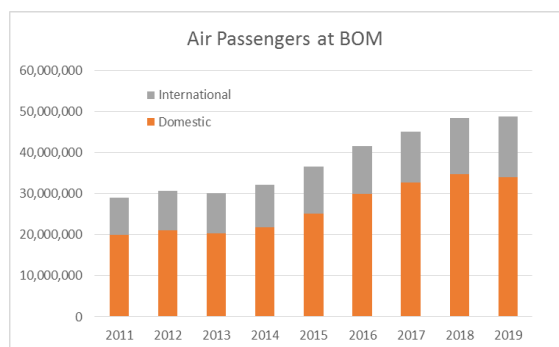
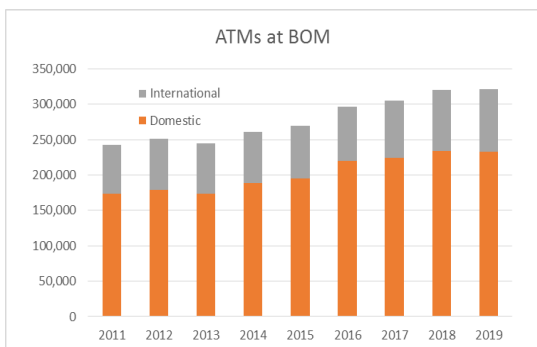
## Air Transport Statistics

### (1) Aircraft Movements

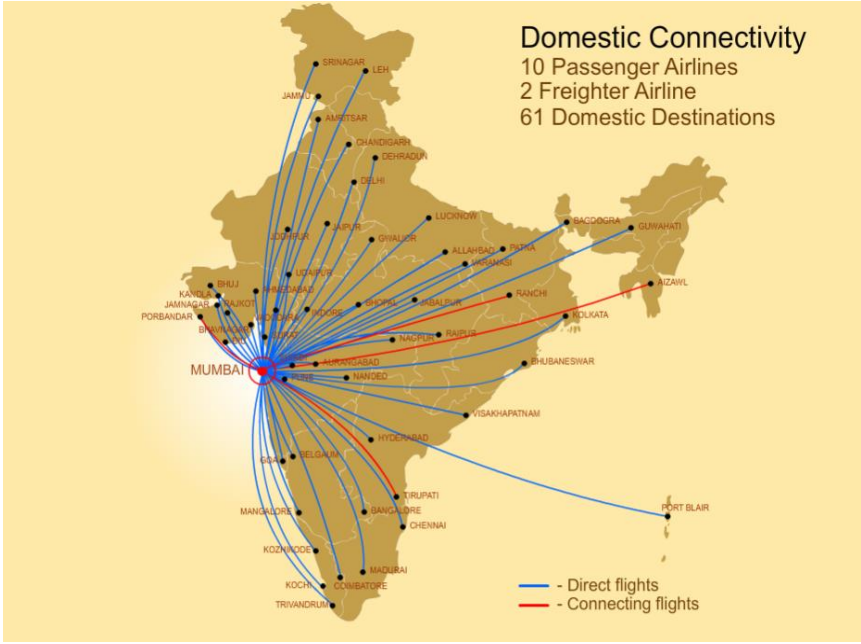
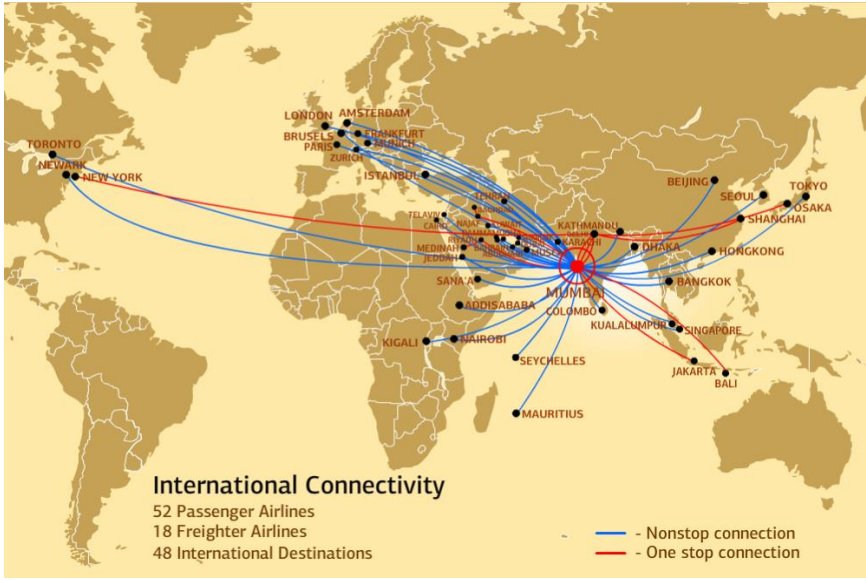
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Domestic	173,982	179,305	173,252	188,306	195,370	220,253	224,896	234,611	232,646
International	68,677	72,207	71,247	72,360	74,086	76,381	80,569	86,078	88,617
<b>Total</b>	<b>242,659</b>	<b>251,512</b>	<b>244,499</b>	<b>260,666</b>	<b>269,456</b>	<b>296,634</b>	<b>305,465</b>	<b>320,689</b>	<b>321,263</b>

### (2) Air Passengers

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Domestic	19,995,453	21,043,608	20,276,951	21,880,686	25,205,275	30,045,933	32,712,453	34,849,777	34,090,584
International	9,076,460	9,704,234	9,930,563	10,340,709	11,429,558	11,624,418	12,441,892	13,646,653	14,744,414
<b>Total</b>	<b>29,071,913</b>	<b>30,747,842</b>	<b>30,207,514</b>	<b>32,221,395</b>	<b>36,634,833</b>	<b>41,670,351</b>	<b>45,154,345</b>	<b>48,496,430</b>	<b>48,834,998</b>



## Air Route Network



## Airport Infrastructure

The airport has two intersecting runways and it handles an average of 980 flights per day.

- (1) Runway (09/27): 3,660m by 60m, CAT II(27),CAT I(09) ILS equipped.
- (2) Runway (14/32): 2,990m by 45m, CAT I ILS equipped.

The runways have been upgraded to Code F, which means they can accommodate larger aircraft like the Airbus A380. The construction of new rapid exit taxiways helped in increasing flight handling capacity from 30 movements per hour in 2007 to 46 per hour in 2020.



## Passenger Terminal

The airport has two main passenger terminal complexes. Terminal 1 at Santacruz was dedicated for domestic passengers, and today, it is only for domestic passengers of select low-cost airlines. Terminal 2 at Sahar was the former arc-shaped international terminal, and today, the new X-shaped building is an integrated terminal catering to both international and domestic passengers.

## Terminal 1

Terminal 1, locally known as Santacruz Airport, is used for domestic flights primarily operated by low-cost carriers. This was the original Santacruz building that was Mumbai's first passenger terminal which was once integrated, however renamed Terminal 1 after the opening of the Sahar building for international operations and became a domestic operation terminal.



## Terminal 2

Terminal 2, locally known as Sahar Airport, handles all international flights and domestic flights from Air India and Vistara, along with few flights of IndiGo. The X-shaped terminal has a total floor area of 450,000 square meters across four floors and handles both domestic and international passengers. It includes new taxiways and apron areas for aircraft parking designed to cater to 40 million passengers annually. The structure has boarding gates on two piers extending southwards from a central processing building featuring a 42-metre high roof employing over 20,000 metric tonnes of fabricated steel covering 30 acres. The T2 building operates Multiple Aircraft Ramp System (MARS) stands and swing gates, so that a single stand can accommodate either one wide body aircraft or two narrow body aircraft, in either domestic or international configuration.



## Future Expansion

Chhatrapati Shivaji International Airport is a landlocked airport and any further expansion may not be possible. However MIAL is building a new airport Navi Mumbai International Airport (NMIA) in Greater Mumbai.

- NMIA is spread across 1160 ha (2866 acres) and will be developed in 5 phases.
- Operations will commence in 2024 with completion of Phase I creating a passenger terminal of 10 mppa capacity and cargo terminals for 2.60 lacs MT to handle Domestic and International operations.
- Phase IV will create 60 mppa with 3 interconnected passenger terminals of 20 mppa each and Cargo handling capacity of 1.5 million MT.
- Planning focuses on efficiency, convenience of passengers, maximization of capacity and fast paced constructability.
- Two Code F parallel runways, capable of independent simultaneous parallel operations.
- Master plan has provision for-
  - 83 General Aviation Stands with an independent terminal
  - 8 Dedicated Cargo Stands and Cargo complex
  - 108 Contact Stands and 85 Remote Stands
  - Code E MRO Hangars

- Phase I will provide one Code F runway, 25 Contact Stands, 7 Remote Stands along with 62 General Aviation and 4 Cargo Stands.

## Introduction of our Coordination System

To process slot requests from airlines, Slot Coordination and Reporting (SCORE) system is used.

## Information of Chhatrapati Shivaji Maharaj International Airport

<b>Organization</b>	<b>Mumbai International Airport Ltd (MIAL)</b>
Address	1 <sup>st</sup> Floor, Terminal 1 b, Santacruz, Mumbai 400099, India
Email	<a href="mailto:slots@csia.gvk.com">slots@csia.gvk.com</a>
Web site	<a href="http://www.csmia.aero">http://www.csmia.aero</a>
Telephone	+91 - 98 - 3330 – 1430
Business Hours	09:00 - 17:30

## Introduction of Schedule Coordinators

	
Tanvir Moulvi Head Coordinator	Rupali Nimbalkar Assistant Coordinator



## The Status of WWACG (World Wide Airport Coordinator Group)

Since the Slot Conference at Montreal was canceled and there was no WWACG Plenary meeting then, WWACG has set up “WWACG Microsoft Teams” for WWACG Members and Partners to exchange information and documents but also to organize virtual meeting. Head coordinators and head facilitators are strongly encouraged to join the Team. If you have not registered yet, please contact Mr. Eric HERBANE, Chairman of WWACG at [chairman@wwacg.org](mailto:chairman@wwacg.org).



## The Status of WASB (Worldwide Airport Slot Board)

The achievements of WASB since June are as follows;

- WASB adapted its first guidance document on how to deal with airports temporary reduction, “[Managing temporary reductions of airport capacity WASB best practice paper](#)” dated 17 July 2020.



## The Status of APACA (Asia/Pacific Airport Coordinators Association)

The twentieth meeting of the Asia/Pacific Airport Coordinators Association (APACA/20) planned in Montreal in June was cancelled due to a wide spread of COVID-19. We missed the opportunity of face-to-face meeting.

So the communication through e-mail/internet has become more important.

The member list of APACA coordinators and Facilitators are posted in [JSC Website](#), and update of this List is needed. It is highly appreciated if you advice any update to [apaca@schedule-coordination.jp](mailto:apaca@schedule-coordination.jp).



### From the Editor

First of all, I would like to express my sincere appreciation to Mr. Tanvir Moulvi for his wonderful contribution. I learnt many things from this article. This airport is the world’s busiest single runway operated in the world. And MIAL is building a new airport Navi Mumbai International Airport, whose operation will commence in 2024.



In Japan, after the lifting of State of Emergency against COVID-19 on 25 May, the operations of domestic flights have gradually resumed. However, the number of people tested positive is now increasing and the speed of recovery has slowed down. The recovery of international flights seems to take more time than expected.

Although the Series Return Deadline is coming, the decisions of W20 U/L Waiver by many authorities have not been made yet.

I hope the COVID-19 will be contained and normal operation of domestic/international flights as well as our normal lives will resume soon.

For the time being, I enjoy Japanese summer festivals by photos. (H.K)

