

The Coordinator's Activity Report

Season: W17

Period : 29th October 2017 – 24th March 2018

Performed by:

Slot Coordination Czech Republic

Table of contents:

1. Introduction

General information and general comments regarding the coordination process

2. Coordination Parameters

A) Reference season

- a) Runway
- b) Terminal
- c) Others

B) Forthcoming season

- a) Runway
- b) Terminal
- c) Others

3. Additional parameters

- a) Curfew
- b) Allotment for PSO
- c) Allotment for GA/BA
- d) Local rules

4. Coordination Process

A) Initial allocation (IA)

- a) Requested slots
 - Historic
 - New entrant
 - Re-timed
 - New incumbent
- b) Allocated slots
 - Historic
 - New entrant
 - Re-timed
 - New incumbent
 - i) As requested
 - ii) Offers
 - iii) Reason for not satisfying
- c) Outstanding requests
- d) Slot pool
 - Before initial allocation
 - After initial allocation

B) Slot Return Deadline (SRD)

- a) Allocated slots
- b) Slot pool

C) End of Season (EoS)

- a) Allocated slots incl. GA/BA

D) Graphics / Histograms

- Initial Allocation
- SRD
- Compare
- Main carriers
 - Capacity
 - Demand
 - Allocated

5. Slot mobility

- a) transfers/exchanges

6. Monitoring Report

- a) Slot misuse
- b) Late handback
- c) Sanctions
- d) Exemptions 14.1

7. Coordination Committee

- a) minutes
- b) constitution

8. Conclusions

1. Introduction

This report contains the general total data for W17 season. Time UTC.

This report refers to Vaclav Havel Airport Prague.

It is Level 3 airport, IATA/ICAO: PRG/LKPR

The coordination software used: **Score, ver. 6.10.8.61**

The online coordination is in use.

The coordination process is conducted in full compliance with EU Reg. 95/93, 793/2004, IATA Worldwide Scheduling Guidelines, IATA Standard Schedules Information Manual and Czech Law, which says that Slot Coordination Czech Republic is delegated to achieve of Coordination function according to decision of the Civil Aviation Authority Czech Republic in accordance with the paragraph No.32, part 1 and 2 of Law No. 49/1997, about Civil Aviation and in accordance with Law No. 455/1991.

2. Coordination parameters

A) Reference season – W17

a) Runway

The runway system is formed by a pair of runways crossing each other approximately in the shape of a letter T. There are side runways for fast detouring in both directions of RWY 06/24.

Main RWY 06/24 measuring 3715m in length is in the direction 24 equipped for a precision approach of Category III B and in the direction 06 for the precision approach of Category I.

Secondary RWY 12/30 measuring 3250m in length is in both directions equipped for the precision approach of Category I. Operations on RWY 12/30 are significantly limited by noise restrictions.

The overall maximum hourly capacity equals to 46 aircraft movements per hour, respectively 33 arrivals and 33 departures. Upon a ten-minute coordination period, the maximum number of aircraft equals to 6 arrivals and 6 departures.

Movements on RWY from 05:00 to 20:55 UTC

10 minute-period	Arrivals	6 arrivals
	Departures	6 departures
	Total	10 movements

60 minute-period	Arrivals	33 arrivals
	Departures	33 departures
	Total	46 movements

Night noise restrictions from 21:00 to 04:55 UTC

(Number of take-offs and landings upon compliance with the stipulated noise limit of 48 movements during the night period. Solely for the aircraft types stated in the Bonus List)

Table of counts of allowed movements in individual time periods

time/periods (UTC)		10 min.			60 min			120/240 min
from	until	arr	dep	total	arr	dep	total	total
0500	2055				33	33	46	
2100	2155							30
2200	2255							
2300	2355						6	
0000	0055	6	6	10				
0100	0155							6
0200	0255							
0300	0355							
0400	0455						6	

RWY closure (maintenance, repair and reconstruction)

No RWY closure during W17.

b) Terminal

The operation at all airport terminals is fully coordinated for the entire season in accordance with the limitations applied to flights to/from the Schengen states:

Terminal T1 – flights to/from countries outside of the Schengen area

Terminal T2 – flights to/from countries within the Schengen area

Terminal T3 – General and Business Aviation Terminal

GATES

T1: 19 GATES
T2: 26 GATES
T3: 1 GATE

Departing PAX

T1: 2000 passengers (limiting factor - passport control)
T2: 2100 passengers (limiting factor – security control)
T3: 60 passengers (limiting factors – gate, security control)

Arriving PAX

T1: 1700 passengers (limiting factor - passport control)
T2: 3500 passengers (limiting factor – baggage claim)
T3: 120 passengers (limiting factor – baggage claim)

Table of apron and terminal capacities

constraints/period			60 min.
Parking stands			55
Terminal 1 non-Schengen	gate		19
	PAX flow	arr	1700
		dep	2000
		total	3700
Terminal 2 Schengen	gate		26
	PAX flow	arr	3500
		dep	2100
		total	5600
Terminal 3 GA, BA	Parking stands		21
	gate		1
	PAX flow	arr	120
dep		60	
total		180	

c) Others

Aircraft stands

Apron North + East - 55 aircraft stands divided as follows:

- 1 stand for aircraft with wing span up to 80m
- 3 stands for aircraft with wing span up to 65m
- 4 stands for aircraft with wing span up to 52m
- 36 stands for aircraft with wing span up to 36m
- 1 stand for aircraft with wing span up to 34,5m
- 10 stands for aircraft with wing span up to 29m

Apron South GA/BA – 19 aircraft stands divided as follows:

- 2 stand for aircraft with wing span up to 36m
- 3 stands for aircraft with wing span up to 29m
- 6 stands for aircraft with wing span up to 24m
- 6 stands for aircraft with wing span up to 21,3m
- 2 stands for aircraft with wing span up to 15m

B) Forthcoming season S18

a) Runway

Table of counts of allowed movements in individual time periods

time/periods (UTC)		10 min.			60 min			120 min
from	until	arr	dep	total	arr	dep	total	total
0400	1955				33	33	46	
0730	930				33	33	47	
1400	1600				33	33	47	
2000	2055							26
2100	2155							
2200	2255	6	6	10				8
2300	2355							
0000	0055							3
0100	0155							
0200	0255							
0300	0355							11

b) Terminal

constraints/period			60 min.
Parking stands			56
Terminal 1 non-Schengen	gate		22
	PAX flow	arr	2100
		dep	2100
total		4200	
Terminal 2 Schengen	gate		27
	PAX flow	arr	3500
		dep	2500
total		5600	
Terminal 3 GA, BA	Parking stands		21
	gate		1
	PAX flow	arr	120
dep		60	
total		180	

c) Others

Aircraft stands

Apron North + East - 56 aircraft stands divided as follows:

- 1 stand for aircraft with wing span up to 80m
- 4 stands for aircraft with wing span up to 65m
- 4 stands for aircraft with wing span up to 52m
- 36 stands for aircraft with wing span up to 36m
- 11 stands for aircraft with wing span up to 29m

Apron South GA/BA – 22 aircraft stands divided as follows:

- 2 stand for aircraft with wing span up to 36m
- 3 stands for aircraft with wing span up to 29m
- 6 stands for aircraft with wing span up to 24m
- 6 stands for aircraft with wing span up to 21,3m
- 3 stands for aircraft with wing span up to 20m
- 2 stands for aircraft with wing span up to 15m

3. Additional Parameters

a) Curfews

Night noise restrictions for W17 (*according to AIP of the Czech Republic*)

LKPR AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1.1 *Aircraft certified in accordance with ICAO Annex 16/I, Part II, Chapter 2 or aircraft without certification in accordance with ICAO Annex 16/I, Part II*

2.21.1.1.1 *Take-offs and landings are not permitted.*

2.21.1.2 *Jet aircraft certified in accordance with ICAO Annex 16/I, Part II, Chapter 3 and propeller-driven aircraft certified in accordance with ICAO Annex 16/I, Part II, Chapter 5*

2.21.1.2.1 *Take-offs and landings of aircraft with MTOW more than 45 t, except aircraft included in Bonus list, are not permitted from 2100 to 0500UTC.*

2.21.1.2.1.1 *Aircrafts included in Bonus list, take-offs and landings from 2100 to 0500UTC are permitted only within the scope of noise quota for night operations. Moreover the aircraft shall meet criteria for inclusion to noise category 1 or 2 according to GEN 4.1.1.4. If the aircraft does not meet criteria for noise category 1 or 2 noise charge rate will be determined according to GEN 4.1.1.4.4.*

2.21.1.2.2 *Take-offs and landings of aircraft with MTOW less or equal to 45 t are permitted only from 2100 to 0500UTC within the scope of noise quota for night operations providing that they meet criteria for inclusion to noise category 1 or 2 in accordance with GEN 4.1.1.4. If the aircraft does not meet criteria for noise category 1 or 2 noise charge rate will be determined according to GEN 4.1.1.4.4*

2.21.1.2.3 *Only the aerodrome operator can decide inclusion of new type of aircraft to bonus list based on aircraft operator request. The aircraft operator shall append the documents according to GEN 4.1.1.4 to the request. The request shall be send to address according to GEN 4.1.1.4.5.*

BONUS LIST (aircraft according to IATA code)

141, 142, 143, 146, 14F, 14X, 14Y, 14Z,

AB6, 318, 319, 320, 321, 32A, 32B, 32C, 32D, 332, 333, 342, 343, 345, 346, 359, 380, 388

733, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 74H, 74N, 752, 753, 75M, 75W,

763, 764, 76W, 772, 773, 77L, 77W, 783, 788, 789,

AR1, AR7, AR8, ARJ, CCX, CS1, CS3, E90, E95, GJ6, SU1, SU7, SU9

b) Allotment for PSO

– Not applicable

c) Allotment for GA/BA

– Not applicable

d) Local Rules

All flights operating at Praha/Vaclav Havel airport, and whatever their changes (except emergency landing, flights connected with human life saving, search and rescue flights) the slots for arrival and departure shall be requested before realization of flight from the airport coordinator.

The slot request submission

The requests for slots shall be submitted at least 24 hours before intended arrival/departure time to/from Praha/Vaclav Havel airport. In case of technical landing, technical flight, test or training flight, military or state aircraft it is possible to submit the request at least 1 hour before intended time of arrival/departure to/from Praha/Vaclav Havel airport. In case of medical flight, "General Aviation" or "Business Aviation" flight it is possible to submit the request at least 30 minutes before intended time of arrival/departure to/from Praha/Vaclav Havel airport. Time of receipt of the request message by the airport co-ordinator is determinant in these cases.

Submission of request for change of slots

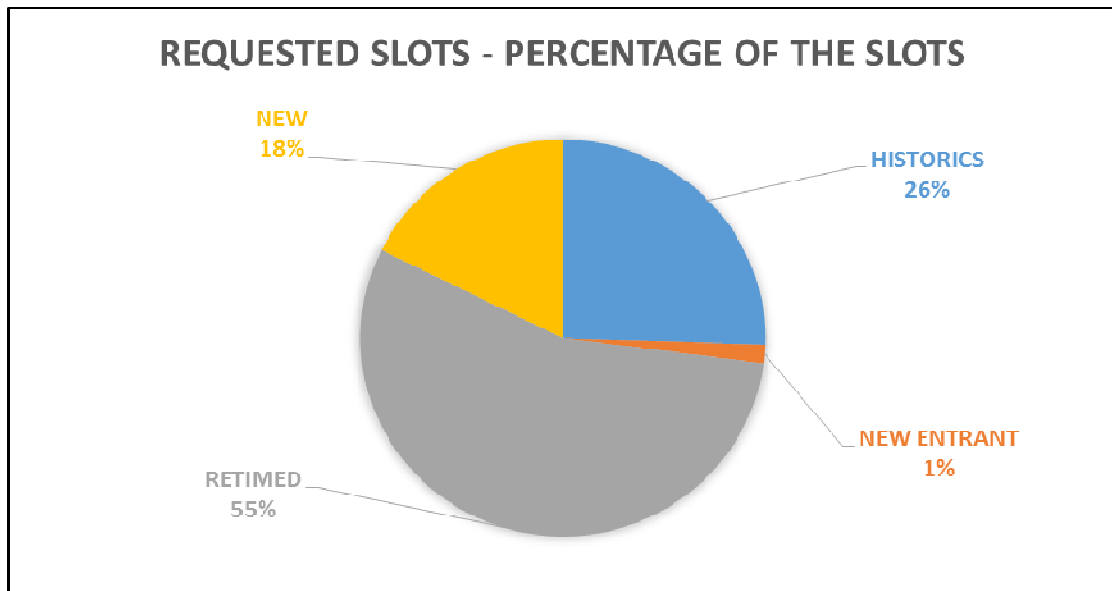
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding 24:00 LT of the operational day.

4. Coordination process

A) Initial allocation (IA)

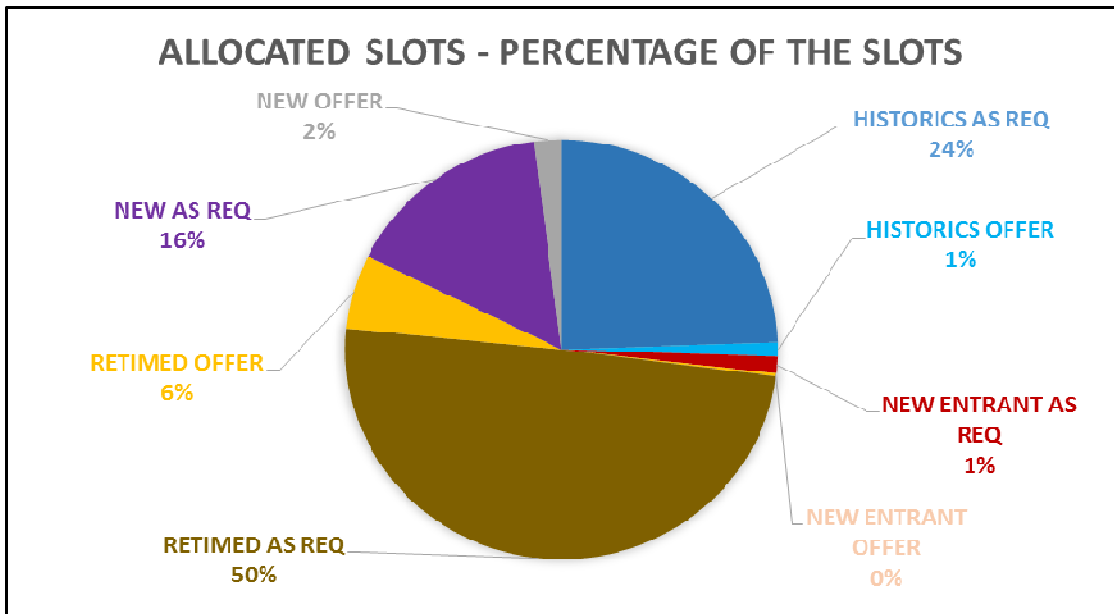
a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	51901
HISTORICS	13247
NEW ENTRANT	786
RETIMED	28693
NEW	9175



d) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		51901
HISTORICS	AS REQ	12689
	OFFER	558
NEW ENTRANT	AS REQ	673
	OFFER	113
RETIMED	AS REQ	25725
	OFFER	2968
NEW	AS REQ	8113
	OFFER	1062



The reason for not satisfying the request:

In all cases there is RWY movement's limitation that results in not satisfying the slot requests.

e) Outstanding requests

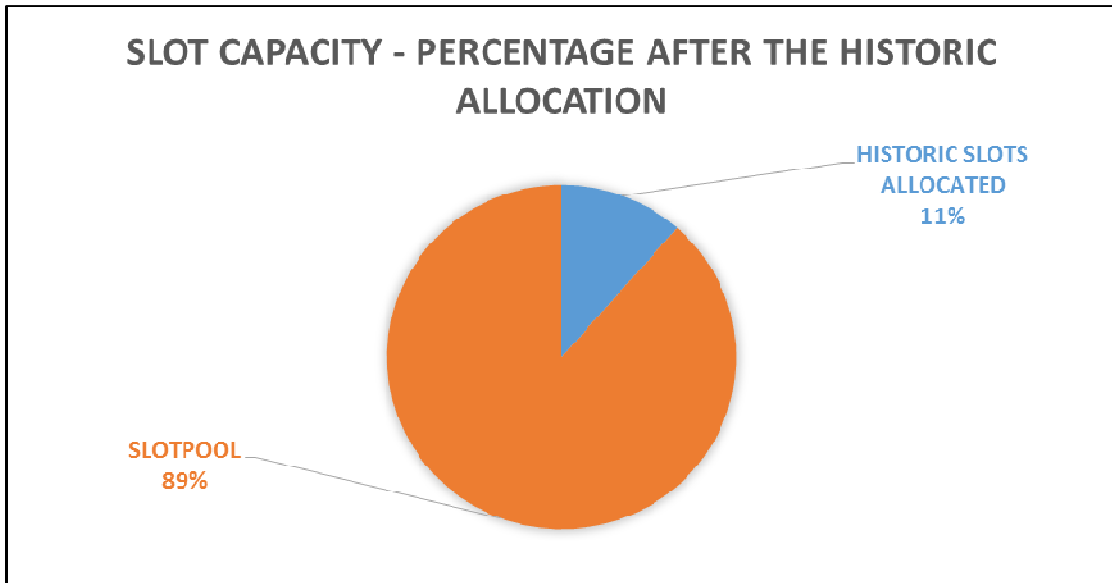
No outstanding requests for W17.

f) Slot pool

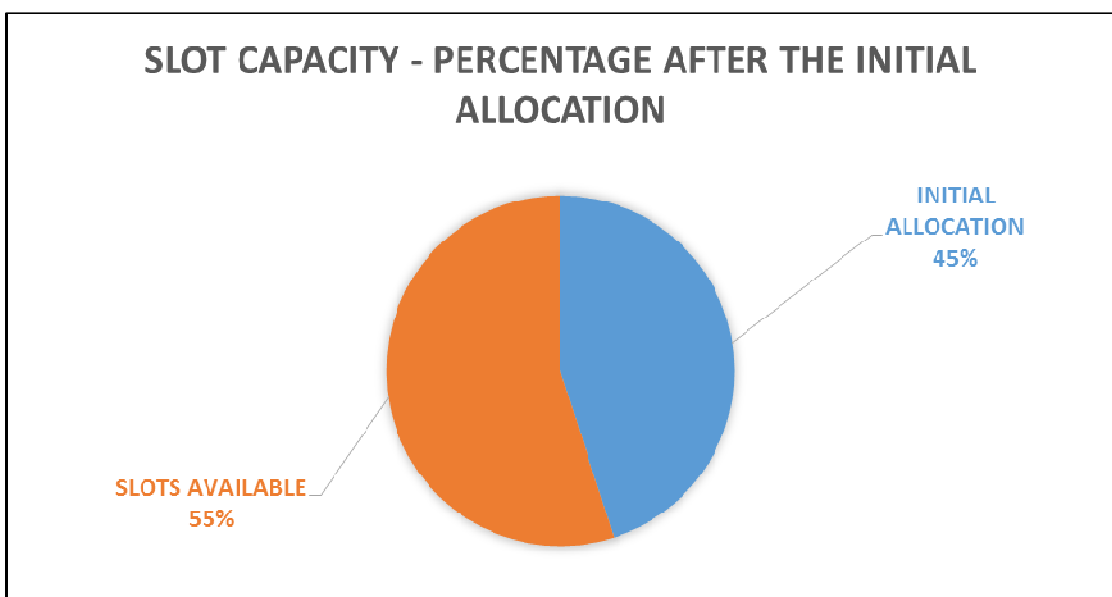
The slot capacity for W17 was calculated for total of 115248 slots available.

Only RWY movement constraint was considered for the slot capacity calculation, although there are two other limiting factors we take into account otherwise (parking stand constraint and passenger terminal constraint).

SLOT CAPACITY W17	115248
HISTORIC SLOTS ALLOCATED	13247
SLOTPOOL	102001



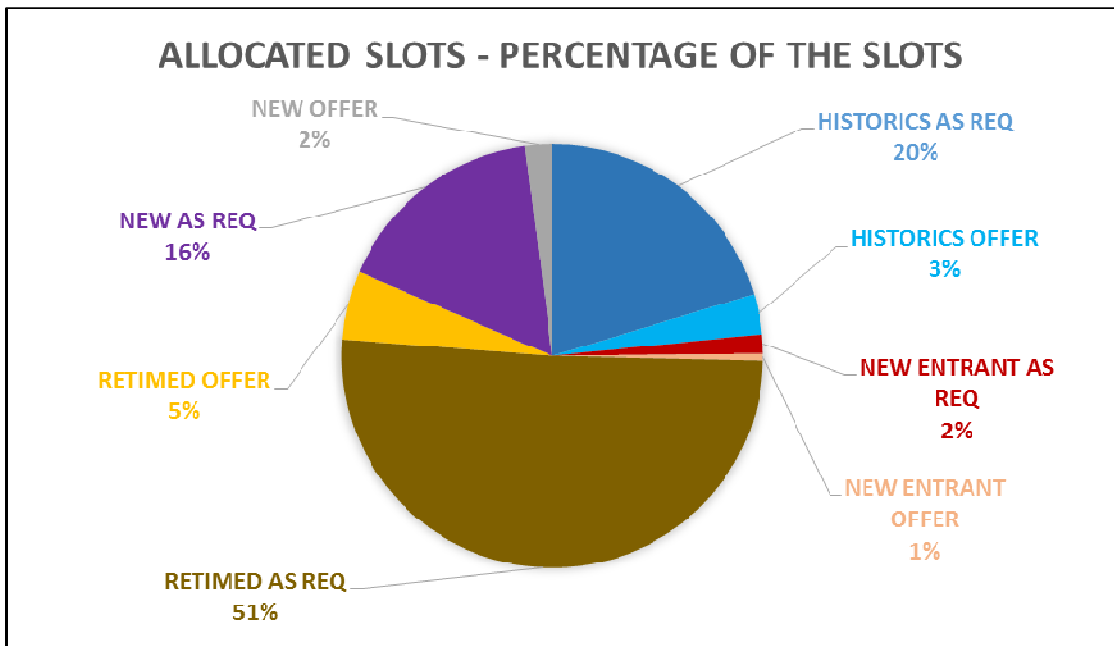
SLOT CAPACITY W17	115248
INITIAL ALLOCATION	51901
SLOTS AVAILABLE	63347



B) Slot Return Deadline (SRD)

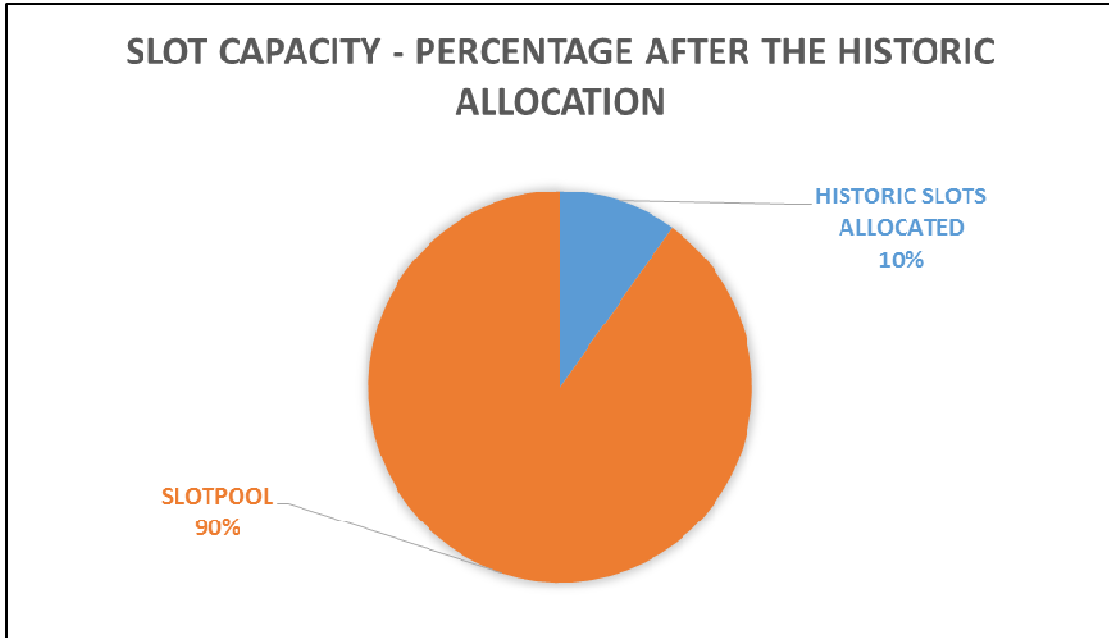
a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		48842
HISTORICS	AS REQ	9907
	OFFER	1501
NEW ENTRANT	AS REQ	718
	OFFER	268
RETIMED	AS REQ	24852
	OFFER	2566
NEW	AS REQ	8012
	OFFER	1018

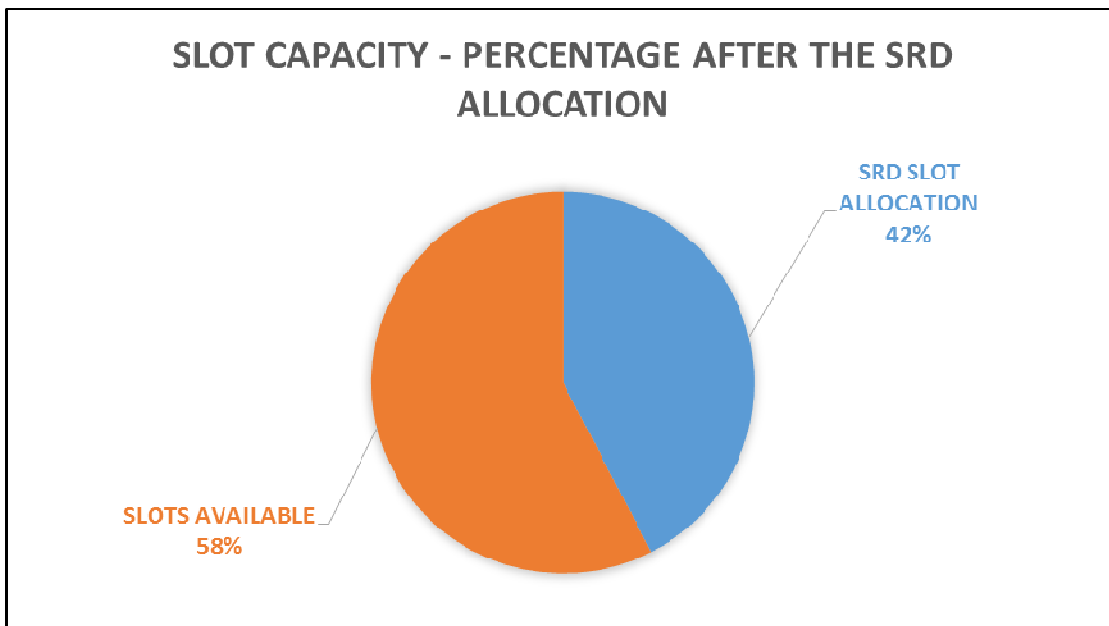


b) Slot pool

SLOT CAPACITY W17	115248
HISTORIC SLOTS ALLOCATED	11408
SLOTPOOL	103840

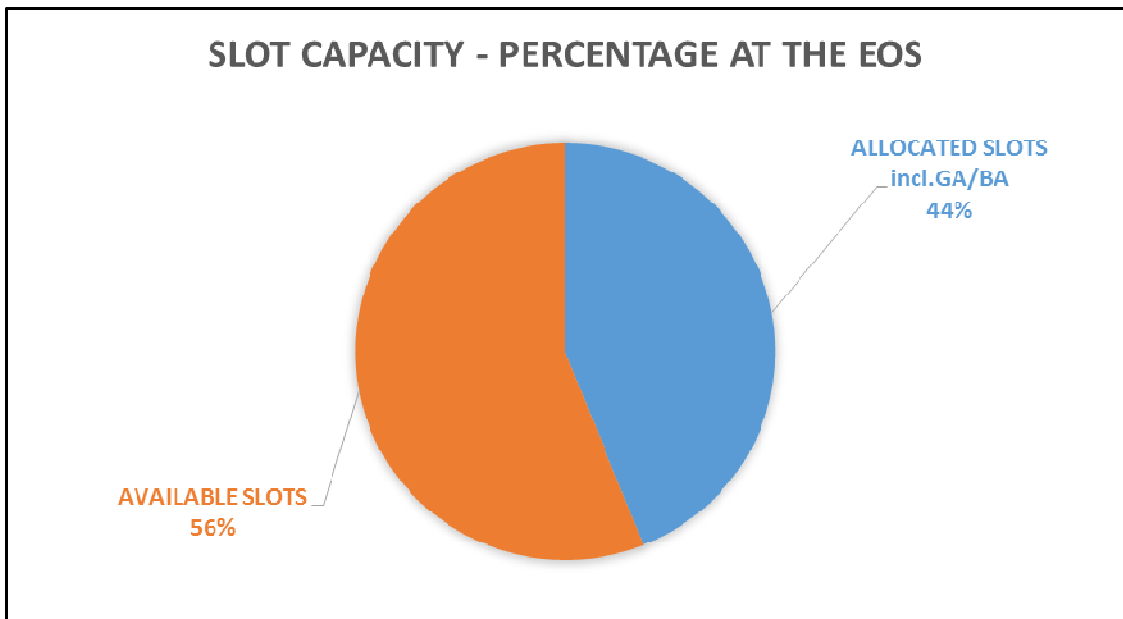


SLOT CAPACITY W17	115248
SRD SLOT ALLOCATION	48842
SLOTS AVAILABLE	66406



C) End of Season (EoS)

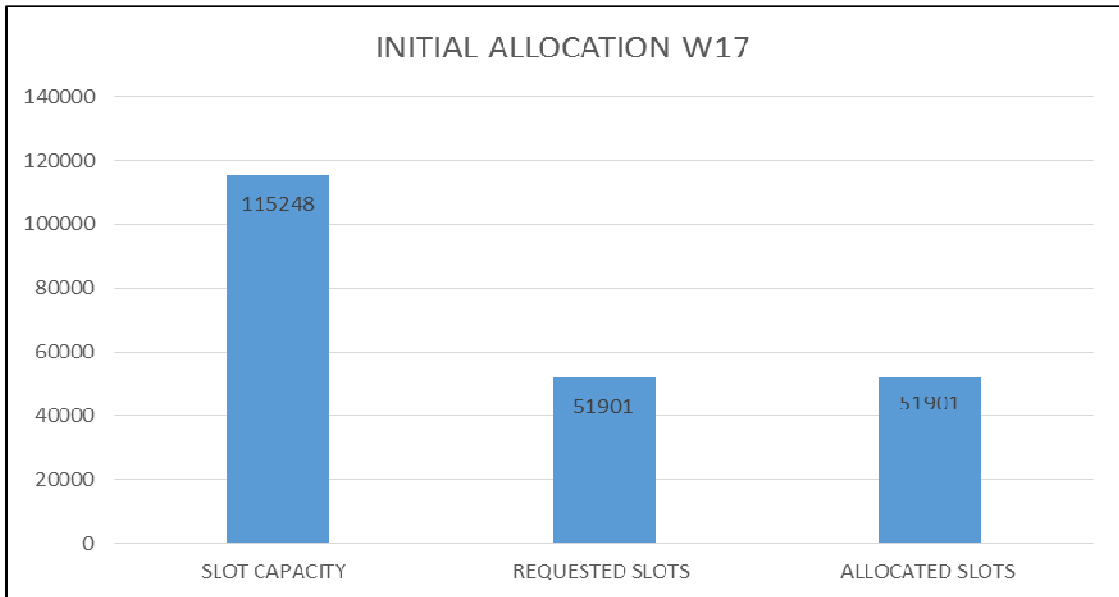
SLOT CAPACITY W17	115248
ALLOCATED SLOTS incl.GA/BA	50665
AVAILABLE SLOTS	64583



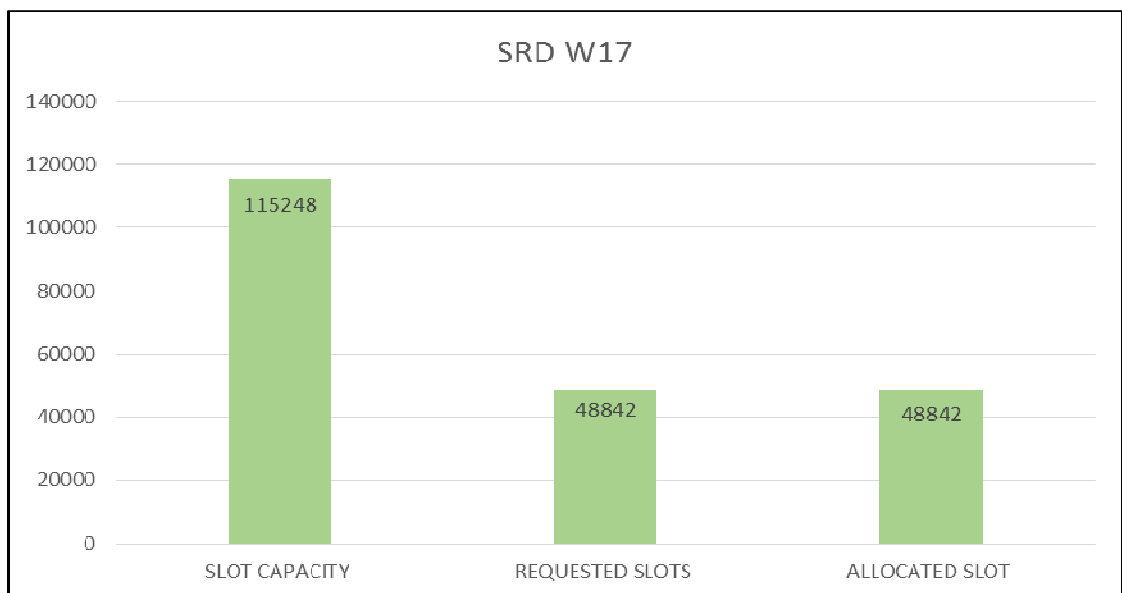
D) Graphics/ Histograms

Comparison of the Initial Allocation (IA) and Slot Return Deadline (SRD)

INITIAL ALLOCATION	W17
SLOT CAPACITY	115248
REQUESTED SLOTS	51901
ALLOCATED SLOTS	51901



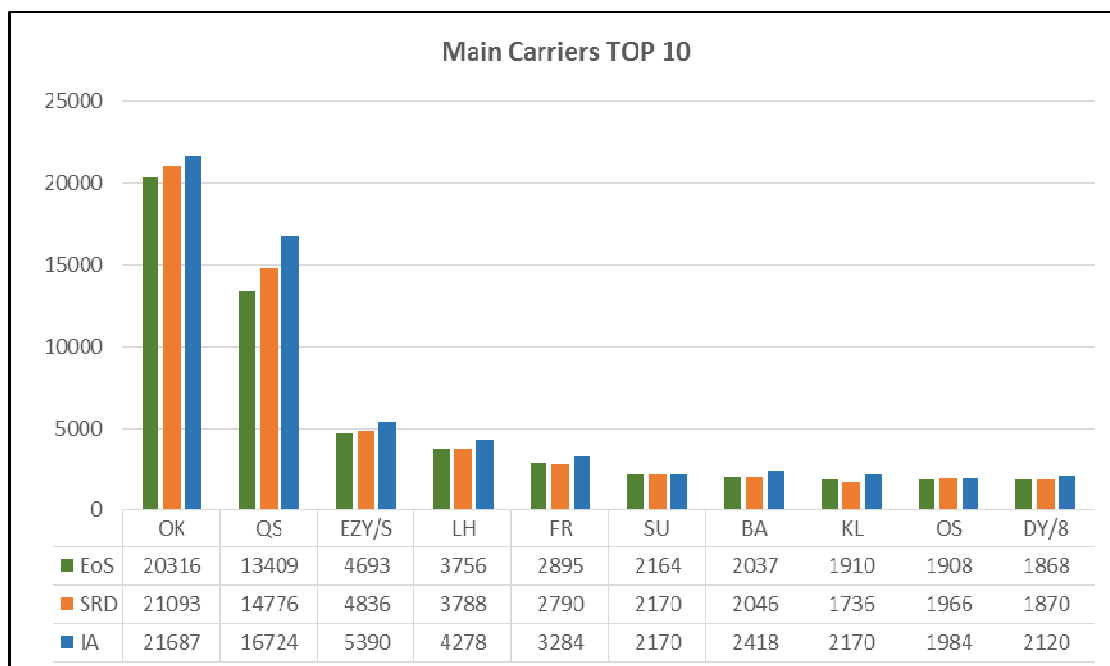
SRD	W17
SLOT CAPACITY	115248
REQUESTED SLOTS	48842
ALLOCATED SLOT	48842



Development of the main carriers

(Top 10 carriers as per the slot utilization at the EoS)

MAIN CARRIERS	EoS	SRD	IA
OK	20316	21093	21687
QS	13409	14776	16724
EZY/S	4693	4836	5390
LH	3756	3788	4278
FR	2895	2790	3284
SU	2164	2170	2170
BA	2037	2046	2418
KL	1910	1736	2170
OS	1908	1966	1984
DY/8	1868	1870	2120



5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within W17 season.

6. Monitoring report

- a) Slot misuse - no records for W17 season.
- b) Late handback - no records for W17 season.
- c) Sanctions - no records for W17 season.
- d) Exemptions 14.1 - no records for W17 season.

Minor violation of the slot policy resulted only in warning given to the air carrier.

7. Coordination committee

The Coordination Committee has been established to advise and assist to the coordinator to carry out the following tasks in accordance with the requirements of the Law No. 49/1997 issued by the Ministry of Transport of the Czech Republic.

Its existence covers:

- examination of the possibilities to increase the currently determined capacity of the airport,
- determination of the ways of achieving a better utilisation of the capacity available,
- monitoring of the usage of the slots allocated.

The members of the Coordination Committee of the Prague Airport:

- Airline Operators Committee (AOC)
- Air Traffic Control
- Prague Airport
- Menzies Aviation Group
- Czech Airlines
- Travel Service
- ABS Jets
- Silver Air

Main topic for the meeting of the Coordination Committee was the airport capacity presentation for W17 season. Offered capacities were approved by all the members.

8. Conclusions

This report provides the requested information and statistics for Vaclav Havel Airport Prague (PRG/LKPR) for season W17. It has been created by Slot Coordination Czech Republic for the next possible usage by DG Move.

Should you require more Information, do not hesitate to contact us at:

Slot Coordination Czech Republic

Airport Praha Ruzyne

P.O.Box 67

Aviatická 12

160 08 Prague 6

e-mail: slot.coord@prg.aero

WEB www.slot-czech.cz