

The Coordinator's Activity Report

Season: W12

Period : 28th October 2012 - 30th March 2013

Performed by:

Slot Coordination Czech Republic

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1. Introduction

This report contains the general total data for W12 season. Time UTC.

This report refers to Prague Ruzyne / Václav Havel Airport Prague.

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

The coordination software used: **Score, ver. 5.10.10.4.**

The online coordination 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 – W12

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 five-minute coordination period, the maximum number of aircraft equals to 3 arrivals and 3 departures.

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

5 minute-period	Arrivals	3 arrivals
	Departures	3 departures
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 in line with the Bonus List upon compliance with the stipulated noise limit of 48 movements during the night period)

Table of counts of allowed movements in individual time periods

time/periods (UTC)		5 min.		30 min	60 min		
from	until	arr	total	total	arr	dep	total
5	55			1			2
100	155			1			2
200	255			1			2
300	355			1			2
400	455			4			8
500	2055	3	3		33	33	46
2100	2155			8			16
2200	2255			6			12
2300	2355			2			4

b) Terminal

Terminal operations are fully coordinated for the entire duration of the season in line with the limitations applied to flights to/from the Schengen treaties signatory states:

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

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

Parking stands - 50 aircraft stands divided as follows:

- 1 stand for aircraft with wing span to 80m
- 4 stands for aircraft with wing span from 52m to, but not exceeding 65m
- 7 stands for aircraft with wing span from 36 to, but not exceeding, 52m
- 25 stands for aircraft with wing span from 29 to, but not exceeding, 36m
- 13 stands for aircraft with wing span to, but not exceeding, 29 m

GATES

- T1: 25 GATES
- T2: 29 GATES
- T3: 1 GATE

Departing PAX

- T1: 1700 passengers (limiting factor - passport control stands)
- T2: 2300 passengers (limiting factors – security control and check-in counters)
- T3: 60 passengers (limiting factor - gates)

Arriving PAX T1: 1700 passengers (limiting factor - passport control stands)
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			50
Terminal T1 Non-schengen	gate		25
	PAX flow	arr	1700
		dep	1700
		total	3400
Terminal T2 Schengen	gate		29
	PAX flow	arr	3500
		dep	2300
		total	5800
Terminal T3	gate		1
	PAX flow	arr	120
		dep	60
		total	180

c) Others

Aircraft stands

The overall capacity is 56 stands divided as follows:

- 1 stand for aircraft with wing span ranging from 65m to, but not exceeding 80m
- 5 stands for aircraft with wing span ranging from 52m to, but not exceeding 65m
- 8 stands for aircraft with wing span ranging from 36m to, but not exceeding, 52m
- 27 stands for aircraft with wing span ranging from 29m to, but not exceeding, 36m
- 15 stands for aircraft with wing span up to, but not exceeding, 29m

B) Forthcoming season – S13

a) Runway

- the general overhaul of the main Rwy 06/24 will be performed in period from 15th May to 30th September 2013. This will have an impact on the the airport operation.
- the auxiliary Rwy 12/30 will be closed for the traffic in period from 31st March to 14th May 2013. No influence on the airport operation. See the table below.

31MAR (0000UTC) - 15MAY (0355UTC)

30SEP (2200UTC) - 26OCT (2355UTC)

RWY 06/24 - in operation (3715m)

time/periods (UTC)		5 min.		30 min	60 min		
from	until	arr	total	total	arr	dep	total
0000	0055			1			2
0100	0155			1			2
0200	0255			1			2
0300	0355			4			8
0400	1955	3	3		33	33	44
2000	2055			8			16
2100	2155			6			12
2200	2255			2			4
2300	2355			1			2

15MAY (0600UTC) - 30SEP (2155UTC)

RWY 06/24 - closed for operation

GENERAL OVERHAUL

14MAY (1100UTC) - 08AUG (0255UTC)

RWY 12/30 - in operation (2950m)

08AUG (0300UTC) - 26OCT (2355UTC)

RWY 12/30 - in operation (3250m)

time/periods (UTC)		5 min.		30 min	60 min		
from	until	arr	total	total	arr	dep	total
0000	0055			0			0
0100	0155			0			0
0200	0255			0			0
0300	0355			6			12
0400	1955	3	3		33	33	44
2000	2055			10			20
2100	2155			8			16
2200	2255			0			0
2300	2355			0			0

b) Terminal

- the security control hourly capacity at Schengen terminal (T2) will be reduced. See the table below.

APRON + TERMINAL			
constraints/period			60 min.
Parking stands			51
Terminal 1	gate		25
	PAX flow	arr	1800
dep		1700	
total		3500	
non-Schengen			
Terminal 2	gate		29
	PAX flow	arr	3500
dep		1700	
total		5200	
Schengen			
Terminal 3	gate		1
	PAX flow	arr	120
		dep	60
		total	180

c) Others

Aircraft stands

- the number of the stands will be increased by 1 new stand for the total of 57.
- 1 stand for aircraft with wing span ranging from 65m to, but not exceeding 80m
- 5 stands for aircraft with wing span ranging from 52m to, but not exceeding 65m
- 6 stands for aircraft with wing span ranging from 36m to, but not exceeding, 52m
- 30 stands for aircraft with wing span ranging from 29m to, but not exceeding, 36m
- 15 stands for aircraft with wing span up to, but not exceeding, 29m

3. Additional Parameters

a) Curfews

Night noise restrictions (*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 0500 UTC.*

2.21.1.2.1.1 *Aircrafts included in Bonus list, take-offs and landings from 2100 to 0500 UTC 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 0500 UTC 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, 332, 333, 342, 343, 345, 346, 733, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 752, 753, 75M, 75T, 75W, 763, 764, 76W, 772, 773, 77L, 77W, 783, 788, 789, AR1, AR7, AR8, ARJ, E90, E95

b) Allotment for PSO

– Not applicable

c) Allotment for GA/BA

– Not applicable

d) Local Rules

All flights operating at Praha/Ruzyne 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.

It is not applied to VFR flights of helicopters with MTOW up to 3000 kg including.

The slot request submission

The requests for slots shall be submitted at least 24 hours before intended arrival/departure time to/from Praha/Ruzyne 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/Ruzyne 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/Ruzyne 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

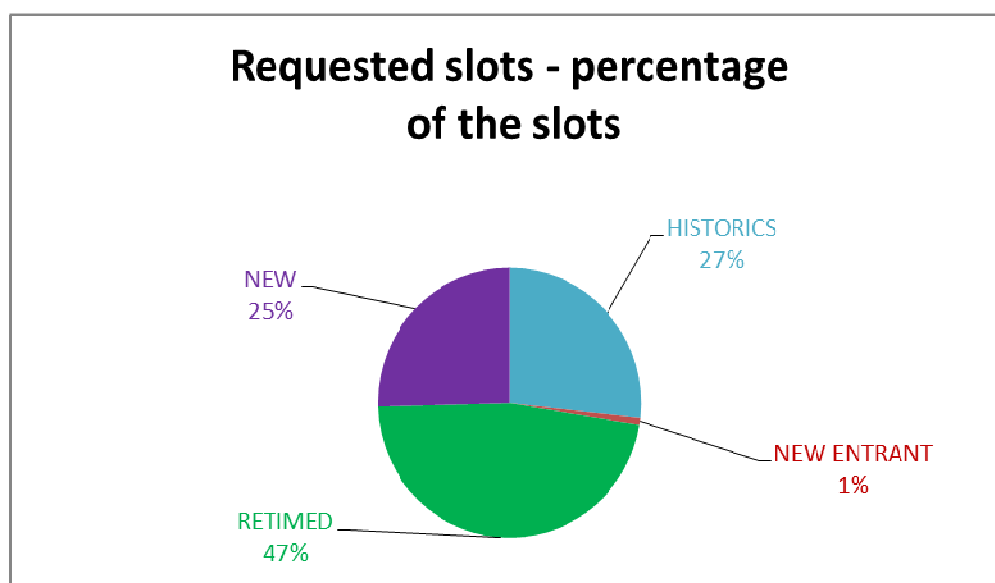
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

4. Coordination process

A) Initial allocation (IA)

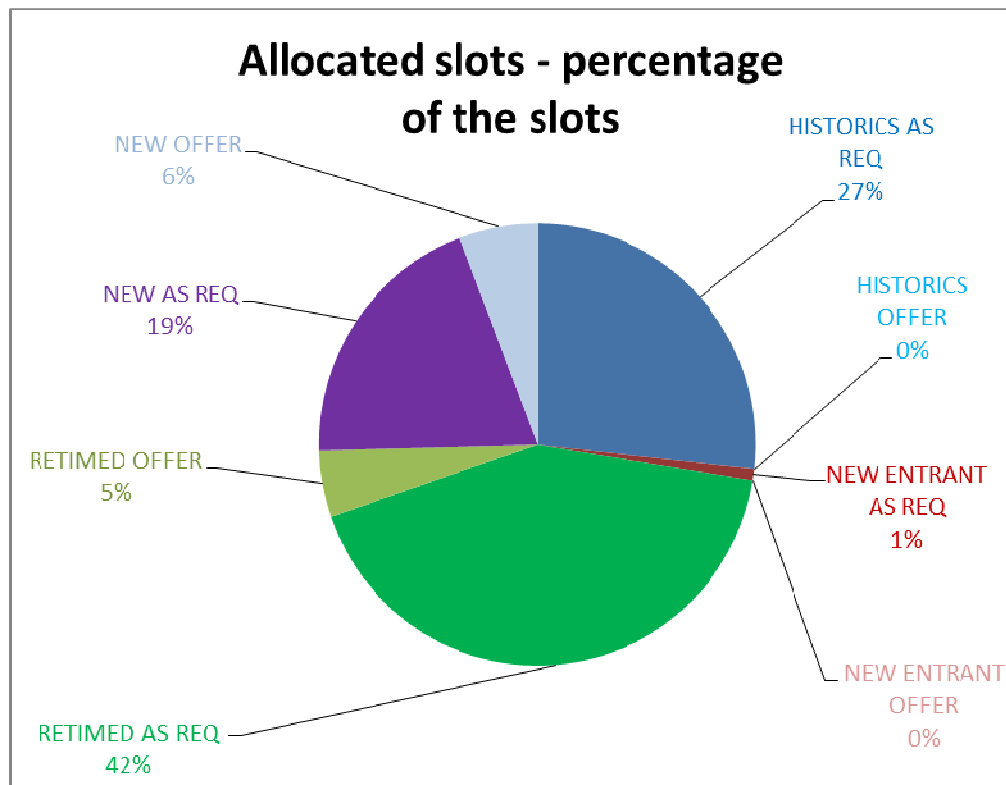
a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	60020
HISTORICS	16067
NEW ENTRANT	514
RETIMED	28172
NEW	15267



b) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		60020
HISTORICS	AS REQ	16061
	OFFER	6
NEW ENTRANT	AS REQ	514
	OFFER	0
RETIMED	AS REQ	25250
	OFFER	2922
NEW	AS REQ	11797
	OFFER	3470



The reason for not satisfying the request:

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

c) Outstanding requests

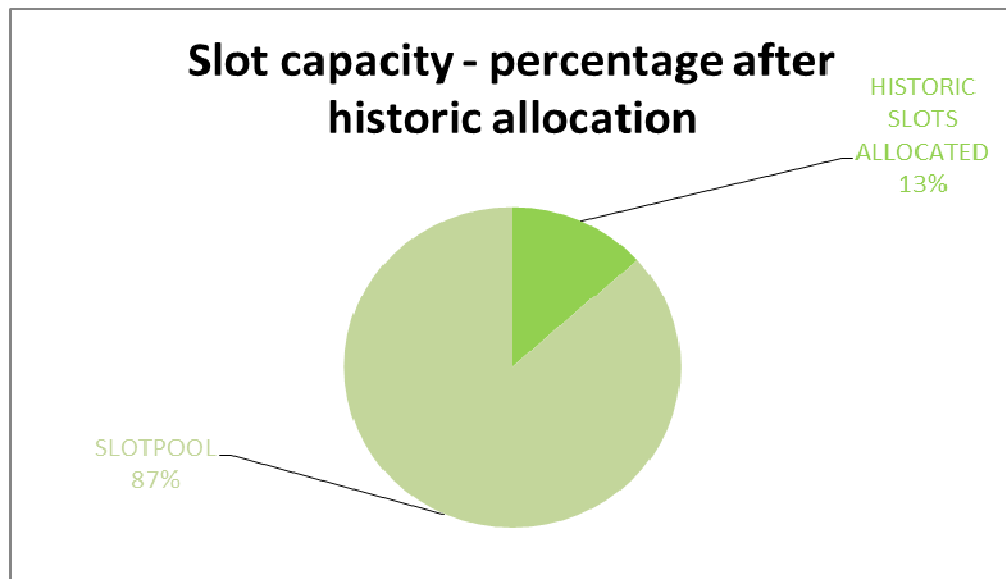
No outstanding requests for W12.

d) Slot pool

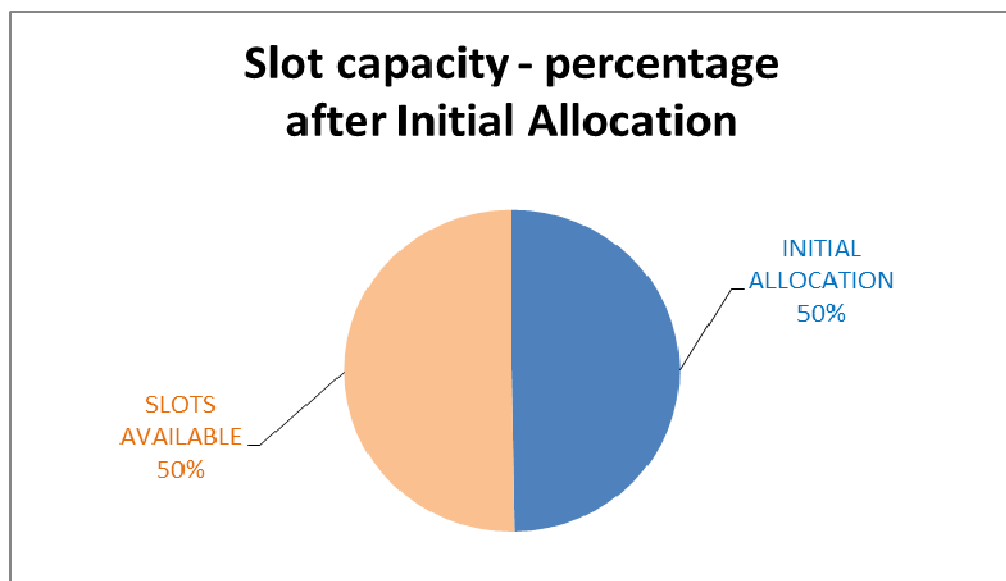
The slot capacity for W12 was calculated for total of **120736** slots available.

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 W12	120736
HISTORIC SLOTS ALLOCATED	16067
SLOTPOOL	104669



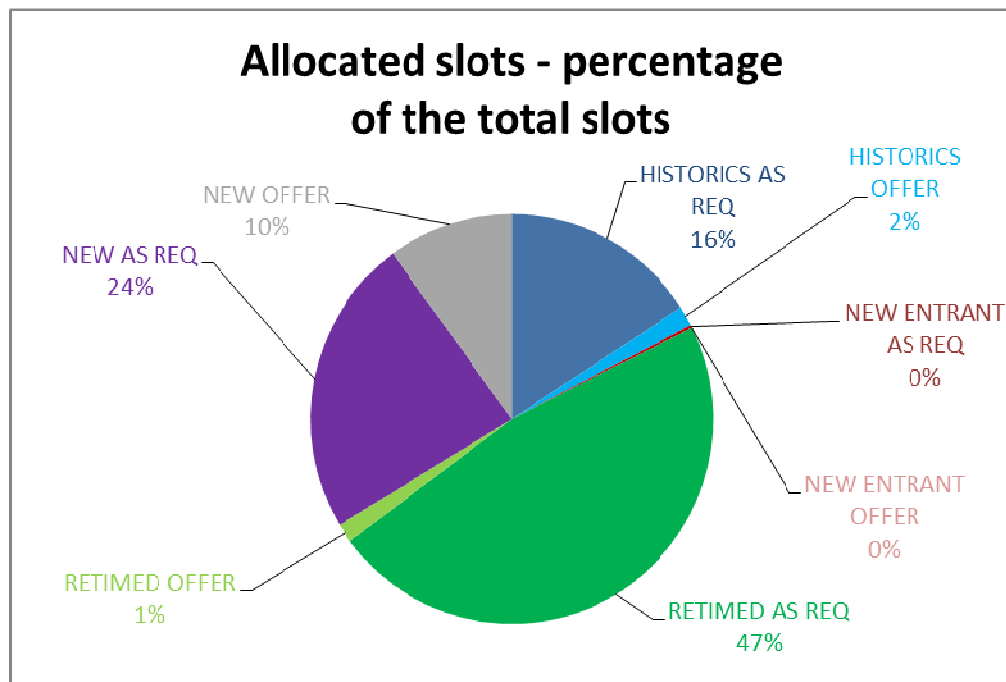
SLOT CAPACITY W12	120736
INITIAL ALLOCATION	60020
SLOTS AVAILABLE	60716



B) Slot Return Deadline (SRD)

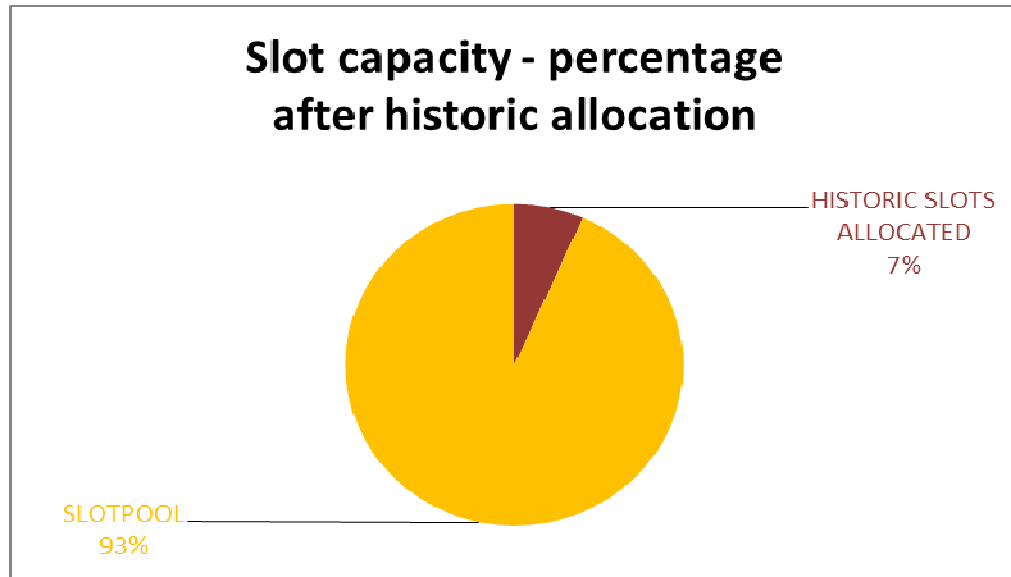
a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		45993
HISTORICS	AS REQ	7304
	OFFER	718
NEW ENTRANT	AS REQ	104
	OFFER	0
RETIMED	AS REQ	21703
	OFFER	689
NEW	AS REQ	10847
	OFFER	4628

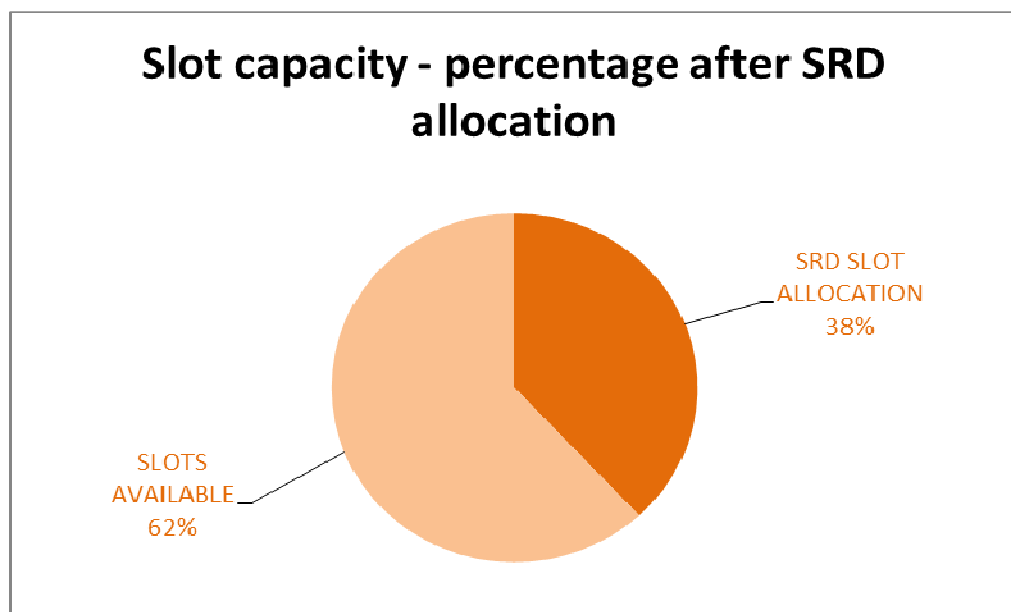


b) Slot pool

SLOT CAPACITY W12	120736
HISTORIC SLOTS ALLOCATED	8022
SLOTPOOL	112714

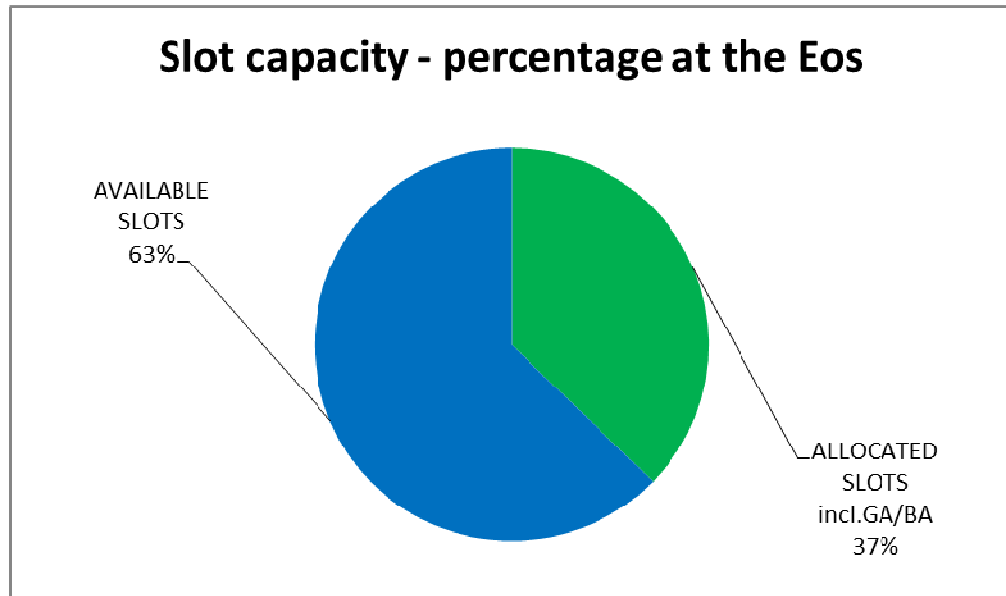


SLOT CAPACITY W12	120736
SRD SLOT ALLOCATION	45993
SLOTS AVAILABLE	74743



C) End of Season (EoS)

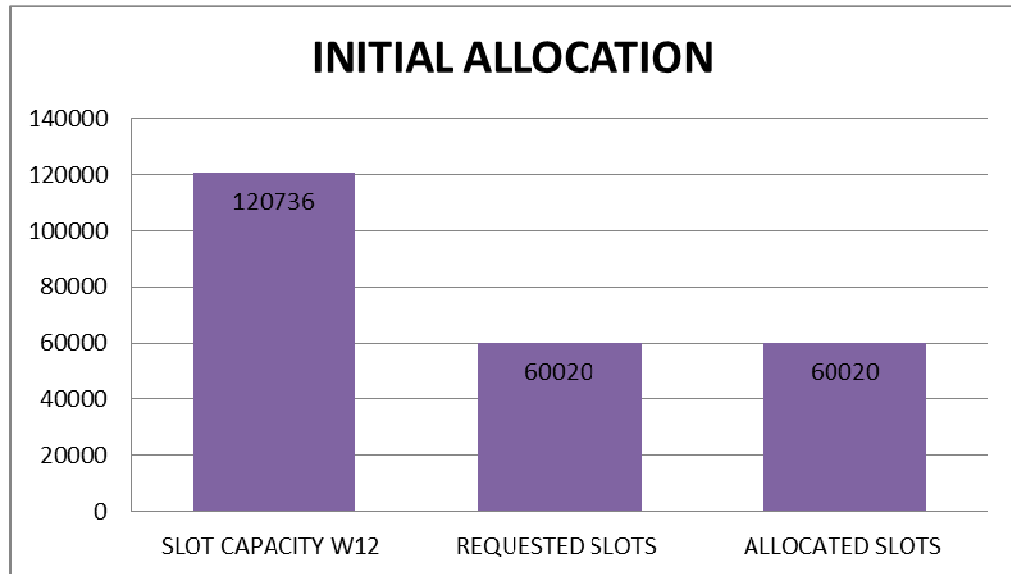
SLOT CAPACITY W12	120736
ALLOCATED SLOTS incl.GA/BA	45005
AVAILABLE SLOTS	75731



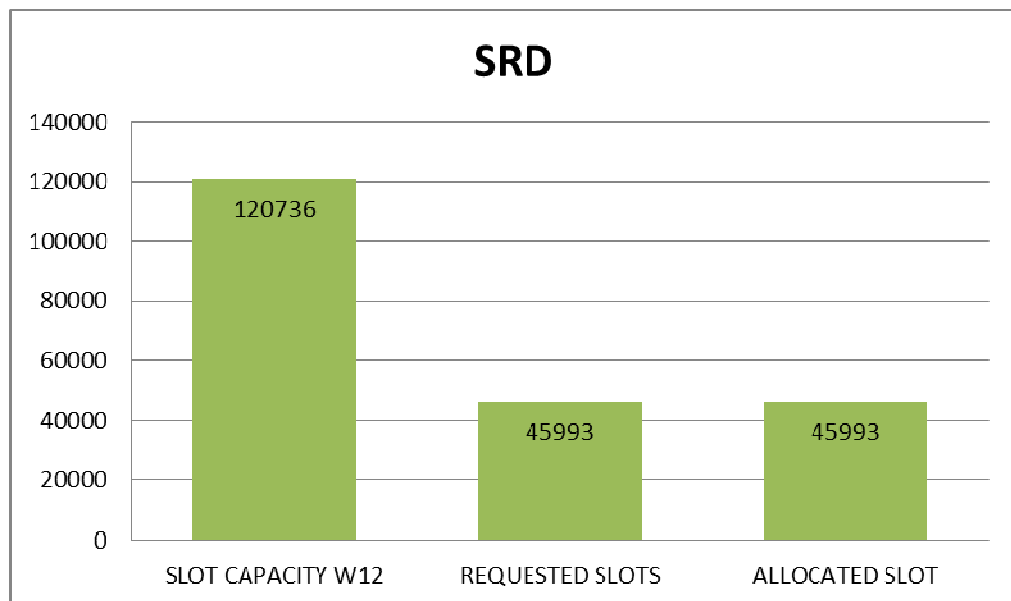
D) Graphics/ Histograms

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

INITIAL ALLOCATION	
SLOT CAPACITY W12	120736
REQUESTED SLOTS	60020
ALLOCATED SLOTS	60020



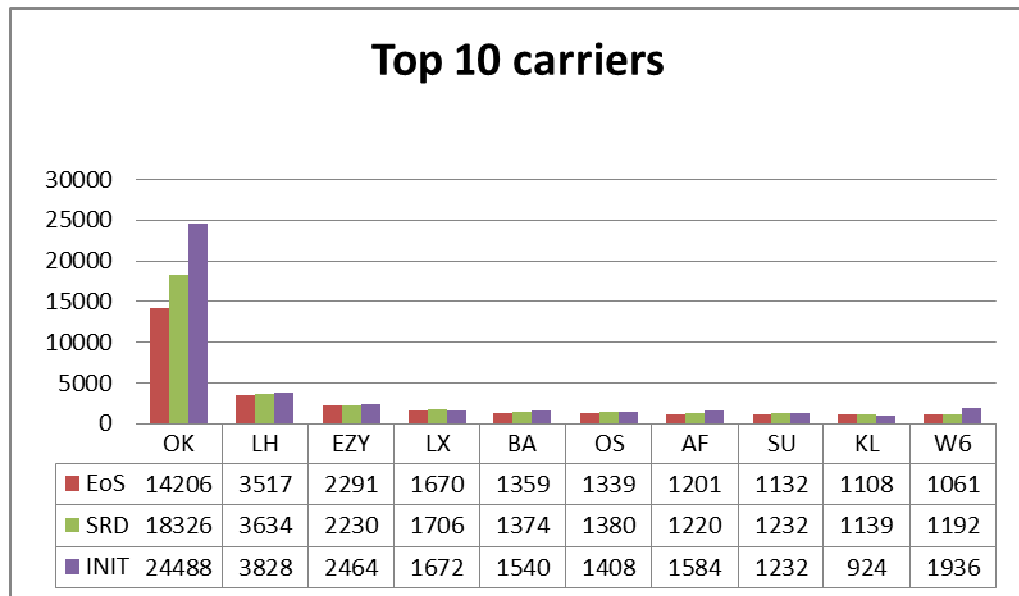
SRD	
SLOT CAPACITY W12	120736
REQUESTED SLOTS	45993
ALLOCATED SLOT	45993



Development of the main carriers

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

MAIN CARRIERS	EoS	SRD	INIT
OK	14206	18326	24488
LH	3517	3634	3828
EZY	2291	2230	2464
LX	1670	1706	1672
BA	1359	1374	1540
OS	1339	1380	1408
AF	1201	1220	1584
SU	1132	1232	1232
KL	1108	1139	924
W6	1061	1192	1936



5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within W12 season.

6. Monitoring report

- a) Slot misuse - no records for W12 season.
- b) Late handback - no records for W12 season.
- c) Sanctions - no records for W12 season.
- d) Exemptions 14.1 - no records for W12 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
- Czech Airlines Handling
- Holidays Czech Airlines
- Travel Service
- ABS Jets
- Silver Air

Main topic for the meeting of the Coordination Committee was the airport capacity presentation for S13 season. Offered capacities were approved by all the members.

8. Conclusions

This report provides the requested information and statistics for Prague Ruzyne/Václav Havel Airport Prague (PRG/LKPR) for season W12. 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