

Guideline for the slot coordination within the Night Period in Summer Season S24

This guideline is in line with Prague Airport's documents "Measures to Reduce Noise of Night Operations". Document is available at www.slot-czech.cz, in the section Coordination Committee and Capacity Parameters.

1. Definitions

Airport Operator	Prague Airport
Night Period	Daily from 20:00UTC to 03:59UTC
Night Movement (slot)	Arrival or departure during night curfew
Night Curfew Limit	Maximum number of night movements allowed for one night
Night Movements Limit	The maximum overall permitted number of night movements in the summer season
Night Movements Quota	The number of night movements allocated to the individual carrier
EU-Regulation	Regulation EU 95/93 modified by EU Regulation 793/2004
GA/BA	General and Business Aviation
IATA WSG	IATA Worldwide Slot Guidelines

2. Coordination parameters for the Night Period

Night Movements Limit 8.103 Night Movements in S24 season

Conditions for coordination of Night Movements:

2000 – 0355UTC	48 movements (overall) – Night Curfew Limit
2000 – 0355UTC	6ARR + 6DEP + 10total/10min
0000 – 0155UTC	no DEP slots

Each aircraft operating during the night curfew period must meet the standard for classification in one of the noise categories from 1 to 9.

For the aircraft types (MTOW > 45t) take-offs and landings solely stated in the List of Aircrafts Permitted for Night Operation (IATA codes):

*141, 142, 143, 14X, 14Y, 14Z,
221, 223, 290, 295, 318, 319, 31B, 31N, 320, 32N, 321, 32Q, 32A, 32B, 332, 333, 338, 339, 342, 343, 345, 346, 351,
359, 388
717, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 74H, 74N, 752, 753, 75M, 75T, 75W, 762, 763, 764,
76W, 772, 773, 77L, 77W, 781, 788, 789, 7M1, 7M7, 7M8, 7M9, 7S8, 7S9
AB6, AR1, AR7, AR8, ARJ, CC6, CCX, E90, E95, GJ6, S9S, SU7, SU9*

3. Night Movements Quota

- 3.1 Based on the calculated Historical Slots for S24 season, the Night Movement Quota was determined for each eligible Air Carrier according to the flight performance in S23 and IATA WSG 80/20% rule.
- 3.2 The allocated Night Movement Quota is equal to the number of movements (slots) for which the historical rights were allocated in the S24 season.
- 3.3 Night movement quota is applicable for whole Summer Season S24.

4. General

- 4.1 The slot coordination for night movements will be performed in accordance with relevant EU-regulations, IATA WSG rules and this Guideline for the slot coordination within the Night Period.
- 4.2 The Night Movements Limit was determined by Prague Airport to reduce the noise pollution of surrounding communities. Its aim is to create a space for delayed arrivals and departures by reducing the planned number of night movements.
- 4.3 Slot Coordination Czech Republic is responsible for coordination of airport slots and monitoring of planned operations.
- 4.4 It is of an utmost importance for the Aircraft operators to perform the flights with airports slots cleared outside the Night Period strictly at the cleared times and try to prevent its operation within the Night Period.
- 4.5 During the Night Period, only flights of air carriers with an allocated Night Movement Quota are permitted. All other flights, as well as empty positioning flights, training flights, AOG flights, aircraft technical stops etc., could be subject to an individual exemption (see Article 7), which may be granted by the Airport Operator - Prague Airport.
For flights of GA/BA aircraft shall apply the rules described in Article 6.
- 4.6 The instructions do not apply to emergency landing flights, flights connected with human life saving, search and rescue flights and to flights diverting to Prague Ruzyně Airport. In case of departure of the diverted aircraft during Night Period, an airport slot must be requested. In this case, the airport slot will be allocated beyond the night movement limit.

5. Coordination process

- 5.1 For night flights, the allocated Night Movement Quota may only be used by an eligible air carrier or carrier meeting the conditions of the EU Regulation, Article 8a, point 1b i) (exchange between parent and subsidiary companies and between subsidiaries of the same parent company). The replacement of slots will be subject to the approval of the coordinator.
- 5.2 The Night Movements Quota can't be increased or exceeded during the season.
- 5.3 If the entitled carrier with the night quota allocated for S24 decides not to use the quota in the season, this quota can be offered to any other carrier, provided that only this new carrier can obtain the historical rights under the standard conditions of use in the relevant season and the original carrier loses the historical rights.

The entitled carrier may also offer part of the allocated unused quota. The night quota offered must consist of a series of consecutive slots. The minimum number is 5 consecutive slots.

- 5.4 Aircraft types for movements in the Night Period may be changed. The operated type of aircraft must comply with the conditions stated in the AIP CR, part LKPR AD 2.21.1.2 – The List of Aircraft for Night Operation (*Article 2*).

6. Local rules – GA/BA Night Movements

6.1 Based on the decision of the Airport Operator, the night operation of GA/BA aircraft (exclusively aircraft based at Prague Airport) is approved under the following conditions:

- Each Handling agent (on behalf of the air carrier) must submit a list of registrations of aircraft intended for night operations before the operating season. The mentioned aircraft will be assessed and, on the basis of internal criteria, possibly approved for night operation by the Airport Operator - Prague Airport.
- The handling agent is obliged to continuously update the list of aircraft registrations.
- After allocating a slot for such a flight, the total number of night slots per night must not exceed the specified forty-eight movements.
- The condition - no departure in the period 0000-0155UTC – applies.

7. Individual exceptions

For flights of aircraft that do not meet the above conditions, the night slot may be confirmed by the Airport Operator upon a duly substantiated request for an exemption. The exemption can be requested either directly by the carrier or on its behalf by a handling agent.

Based on the approved exception request, the coordinator then confirms the requested night slot.

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