

RULES FOR SLOT ALLOCATION DURING THE NIGHT PERIOD

Summer Season S27

1. Definitions

Airport Operator	Prague Airport
EU Regulation	Council Regulation (EEC) No 95/93 on common rules for the allocation of slots at Community airports, as amended.
GA/BA	General Aviation / Business Aviation.
HBD	Historics Baseline Date - the reference date specified in the current Calendar of Coordination Activities, on which the status of allocated slots is assessed for the purposes of the historic baseline.
Night Curfew Limit	The maximum number of Night Movements permitted for one night.
Night Movement	An arrival or departure operated during the Night Period.
Night Movements Limit	The maximum total number of Night Movements permitted during the relevant summer season.
Night Movements Quota	The number of Night Movements assigned to an individual air carrier on the basis of historic precedence to airport slots and the applicable rules for night operations.
Night Period	Daily from 20:00 UTC to 03:59 UTC.
Slot Pool	The pool of airport slots available to the coordinator for new allocation.
WASG	Worldwide Airport Slot Guidelines – a globally recognised set of standards, principles and procedures for airport slot coordination and management. The WASG is jointly published by Airports Council International (ACI), the International Air Transport Association (IATA) and the Worldwide Airport Coordinators Group (WWACG).
WASB	Worldwide Airport Slot Board – a joint forum of airports, air carriers and slot coordinators/facilitators represented through ACI, IATA and WWACG. The WASB addresses the development of slot policy and processes and approves changes to the WASG.

2. Coordination Parameters for the Night Period

For Summer Season S27, the following is established:

Night Movements Limit: 8.103 Night Movements

The following capacity restrictions apply to the coordination of night operations:

20:00–03:55UTC	max. 48 movements per one night.
20:00–03:55UTC	max. 6 arrivals + 6 departures + 10 movements in total within 10 minutes.
00:00–01:55UTC	no coordinated departure slots are permitted.

Each aircraft operated during the Night Period must meet the conditions for classification in one of noise categories 1 to 9.

For aircraft types with a maximum take-off weight (MTOW) > 45 t, only types included in the current AIP of the Czech Republic, part LKPR AD 2.21.1.2 – **List of Aircraft for Night Operations** may take off or land during the Night Period (IATA codes):

141, 142, 143, 14X, 14Y, 14Z, 221, 223, 290, 295, 318, 319, 31B, 31N, 320, 32N, 32Q, 321, 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 evaluation of airport slot utilisation in Summer Season S26 and in accordance with the internationally recognised WASG, the coordinator shall determine historic precedence for the following equivalent Summer Season S27.

On the basis of such historic precedence, the relevant Night Movements Quota shall be established for each eligible air carrier.

3.2

The Night Movements Quota corresponds to the number of movements for which the air carrier has obtained historic precedence to airport slots in the Night Period for Season S27.

3.3

The Night Movements Quota shall apply throughout Summer Season S27.

4. General Provisions

4.1

Airport slot coordination during the Night Period shall be carried out in accordance with EU Regulation, the WASG and these Rules for Slot Coordination during the Night Period.

4.2

The Night Movement limits and other conditions for night operations shall be established by the Airport Operator, taking into account the capacity, operational and environmental conditions of the airport, in particular requirements relating to noise protection.

The purpose of these Rules is also to create an operational reserve for delayed arrivals and departures by limiting the number of planned Night Movements.

4.3

Slot Coordination Czech Republic is responsible for airport slot coordination within the established coordination parameters and for monitoring the planned use of allocated slots.

4.4

Aircraft operators shall operate flights allocated airport slots outside the Night Period at the allocated times and shall take reasonable measures to limit their displacement into the Night Period as a result of delays.

4.5

During the Night Period, only flights of air carriers holding the relevant Night Movements Quota may be planned.

Other flights, in particular empty positioning flights, training flights, AOG flights or technical stops, may be subject to an individual exemption under Article 7, approved by the Airport Operator.

For GA/BA aircraft operations, the rules set out in Article 6 shall apply.

4.6

These Rules do not apply to:

- emergency landings
- flights related to saving human life
- search and rescue flights
- flights diverted to Airport Prague

If a diverted aircraft is subsequently to depart from Prague during the Night Period, an airport slot must be requested.

Such an airport slot may be allocated above the established Night Movement limit.

5. Coordination Process

5.1

An allocated Night Movements Quota may be used only by the eligible air carrier or by another carrier meeting the conditions of EU Regulation, Article 8a, point 1b i), in particular in the case of transfers between a parent company and a subsidiary or between subsidiaries of the same parent company.

The relevant transfer shall be notified to and confirmed by the coordinator in accordance with EU Regulation.

5.2

The Night Movements Quota allocated to an individual air carrier shall not be exceeded during the season unless otherwise provided for under these Rules or on the basis of an approved exemption.

5.3

Available Night Movement capacity may arise in particular through:

- a) loss of historic precedence where an air carrier fails to meet the conditions for obtaining historic precedence to airport slots used during the Night Period in the previous equivalent season,
- b) voluntary return by an air carrier of its entire allocated Night Movements Quota or part thereof.

Airport slots made available in this way shall be placed in the Slot Pool.

5.4

Based on the status at HBD, the coordinator shall evaluate the extent of available Night Movement capacity arising under Article 5.3 and inform the Airport Operator of its extent.

If the Airport Operator decides to make the available Night Movement capacity available for further use, it shall, within the scope of its responsibilities and taking into account the operational, capacity, noise and other environmental conditions of night operations, establish conditions relevant to the use of such capacity.

On the basis of these conditions, the coordinator shall assess the relevant requests from air carriers and allocate specific airport slots in accordance with EU Regulation, the WASG, the applicable coordination parameters and these Rules, including the relevant priorities for the allocation of slots from the Slot Pool.

5.5

The aircraft type used for a movement during the Night Period may be changed only provided that the aircraft type actually operated meets the conditions set out in the AIP of the Czech Republic, part LKPR AD 2.21.1.2 – List of Aircraft for Night Operations.

6. Local Rules for GA/BA Night Movements

6.1

Based on a decision of the Airport Operator, GA/BA night operations are permitted exclusively for aircraft based at Prague Airport and subject to the following conditions:

- before the start of the operating season, the handling agent shall submit, on behalf of the aircraft operator, a list of aircraft registrations intended for night operations
- individual aircraft shall be assessed by the Airport Operator and may be approved for night operations on the basis of the established criteria
- the handling agent shall keep the list of registrations continuously updated
- following slot allocation, the established limit of 48 Night Movements per one night shall not be exceeded.

7. Individual Exemptions

For flights that do not meet the conditions set out in these Rules, the Airport Operator may approve an individual exemption for the use of night capacity on the basis of a duly justified request. An exemption may be requested directly by the air carrier or by its Handling Agent on its behalf.

On the basis of an approved exemption, the coordinator shall assess the relevant airport slot request and, if the other applicable conditions are met, allocate the slot.

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