

The Coordinator's Activity Report

Season: S17

Period : 26th March 2017 – 28th October 2017

Performed by:

Slot Coordination Czech Republic

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1. Introduction

This report contains the general total data for S17 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 – S17

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 04:00 to 19:55 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 20:00 to 03:55 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 min
From	until	arr	dep	total	arr	dep	total	total
0400	1955				33	33	46	
2000	2055							26
2100	2155							
2200	2255							8
2300	2355	6	6	10				
0000	0055							3
0100	0155							
0200	0255							11
0300	0355							

RWY closure (maintenance, repair and reconstruction)

RWY 06/24 closure: 5. 6. – 8. 6.2017 (regular maintenance)
 RWY12/30 closure: 15. 3. – 31. 5. 2017 (regular maintenance)
 TWY G + TWY F + TWY L 15. 3. – 31. 5. 2017 (Taxiway reconstruction)

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: 21 (19*) GATES
 T2: 27 GATES
 T3: 1 GATE
** from 31JUL2017 – decreased figures*

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

Arriving PAX T1: 2100 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			59 (57*)
Terminal 1 non-Schengen	gate		21 (19*)
	PAX flow	arr	2100
		dep	2100
		total	4200
Terminal 2 Schengen	gate		27
	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

***) FROM 31JUL2017 - DECREASED FIGURES**

c) Others

Aircraft stands

Apron North + East - 59 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
- 5 (4*) stands for aircraft with wing span up to 52m
- 1 stand for aircraft with wing span up to 45m
- 35 (34*) stands for aircraft with wing span up to 36m
- 1 stand for aircraft with wing span up to 34,5m
- 13 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 W17

a) Runway

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			10	33	33	46	30
2100	2155							
2200	2255							
2300	2355						6	
0000	0055	6	6					6
0100	0155							
0200	0255							
0300	0355							
0400	0455						6	

b) Terminal

constraints/period			60 min.
Parking stands			55
Terminal 1 non-schengen	gate		29
	PAX flow	arr	1700
		dep	2000
total		3700	
Terminal 2 schengen	gate		2
	PAX flow	arr	3500
		dep	2100
total		5600	
Terminal 3 GA, BA	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
- 0 stand for aircrafts with wing span up to 45m
- 36 stands for aircraft with wing span up to 36m
- 1 stand for aircrafts 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

3. Additional Parameters

a) Curfews

Night noise restrictions for S17 (*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 2000 to 0400UTC.*

2.21.1.2.1.1 *Aircrafts included in Bonus list, take-offs and landings from 2000 to 0400UTC 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 2000 to 0400UTC 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

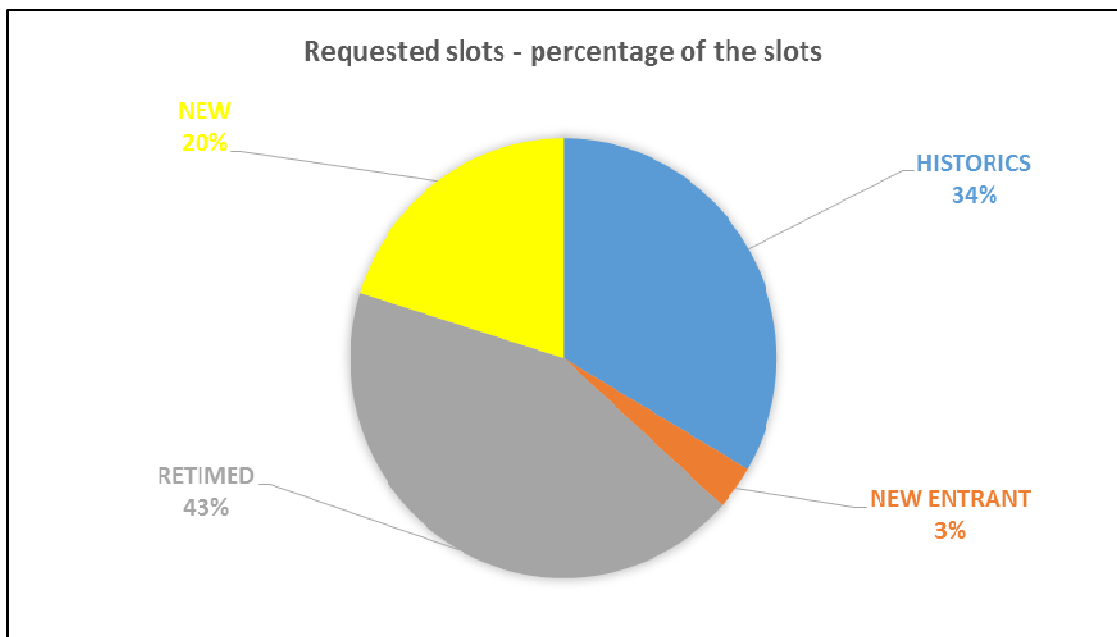
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

4. Coordination process

A) Initial allocation (IA)

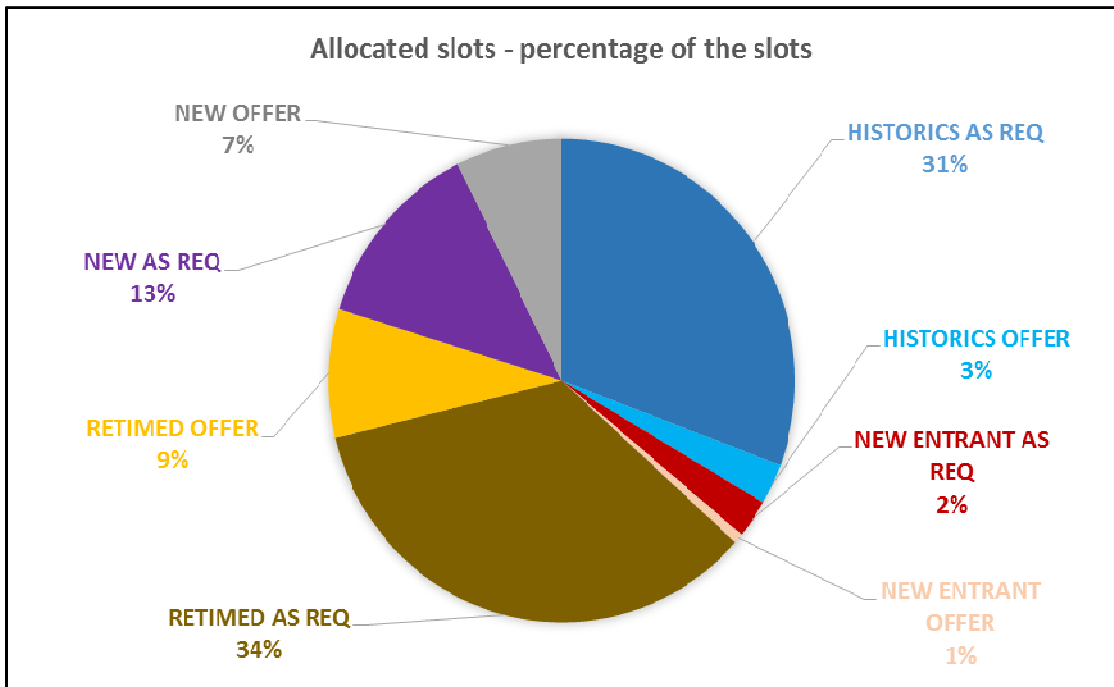
a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	101301
HISTORICS	33848
NEW ENTRANT	3292
RETIMED	43682
NEW	20479



d) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		101301
HISTORICS	AS REQ	31087
	OFFER	2761
NEW ENTRANT	AS REQ	2615
	OFFER	677
RETIMED	AS REQ	34971
	OFFER	8711
NEW	AS REQ	13023
	OFFER	7456



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

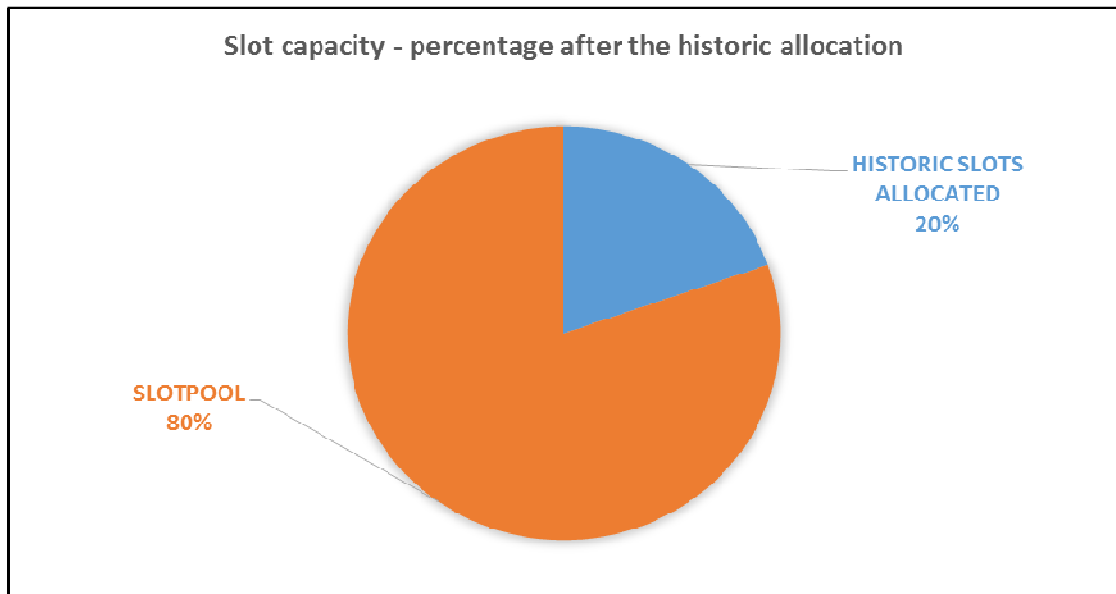
No outstanding requests for S17.

f) Slot pool

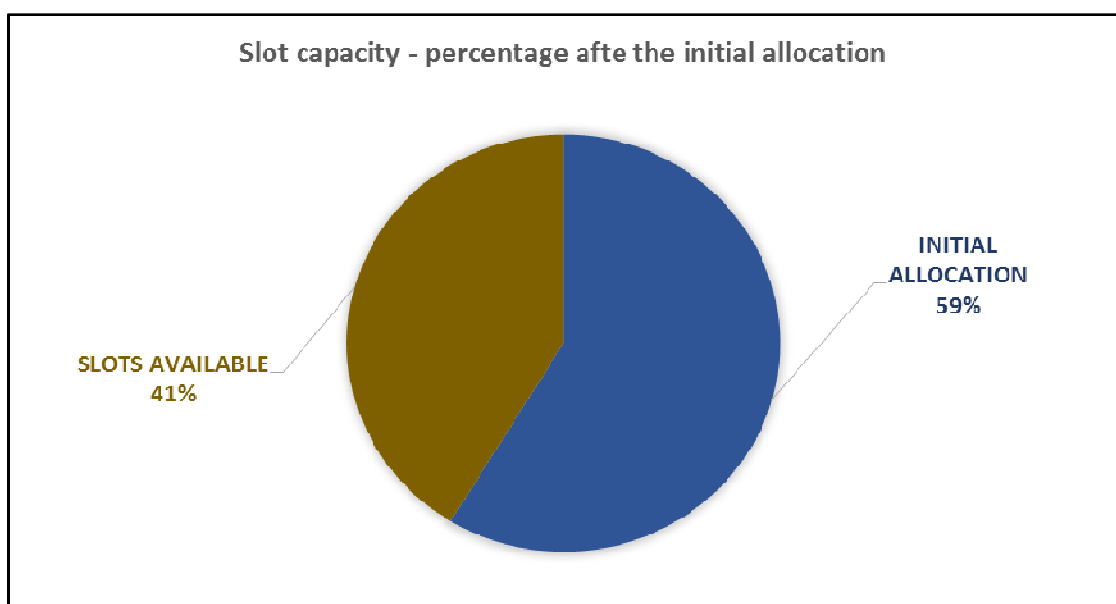
The slot capacity for S17 was calculated for total of 172480 slots available.

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 S17	172480
HISTORIC SLOTS ALLOCATED	33848
SLOTPOOL	138632



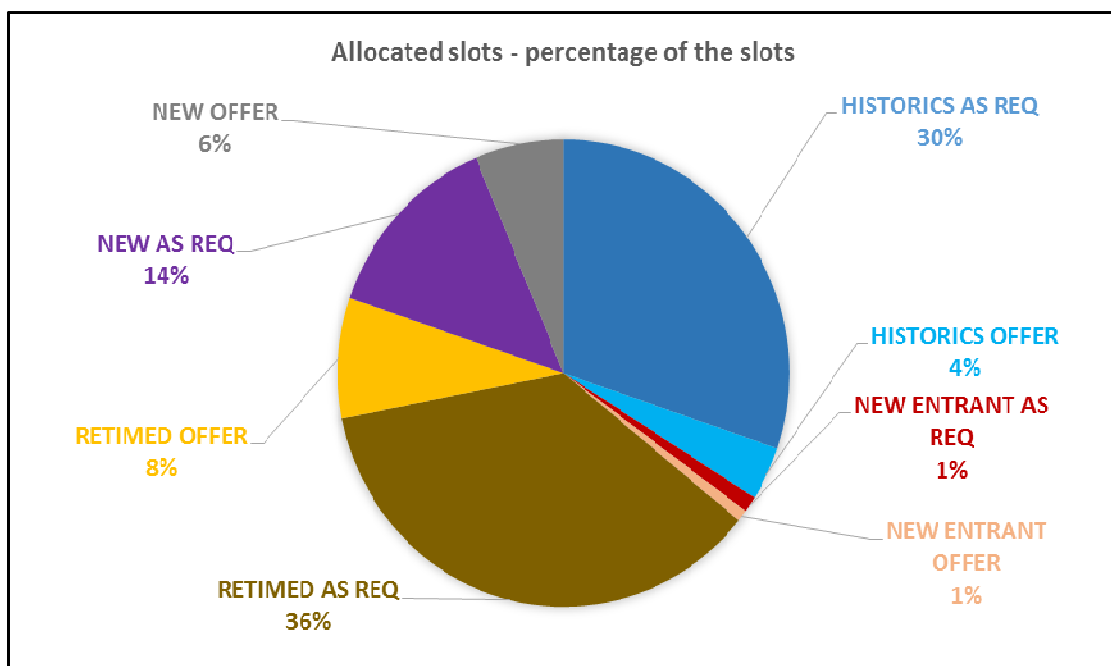
SLOT CAPACITY S17	172480
INITIAL ALLOCATION	101301
SLOTS AVAILABLE	71180



B) Slot Return Deadline (SRD)

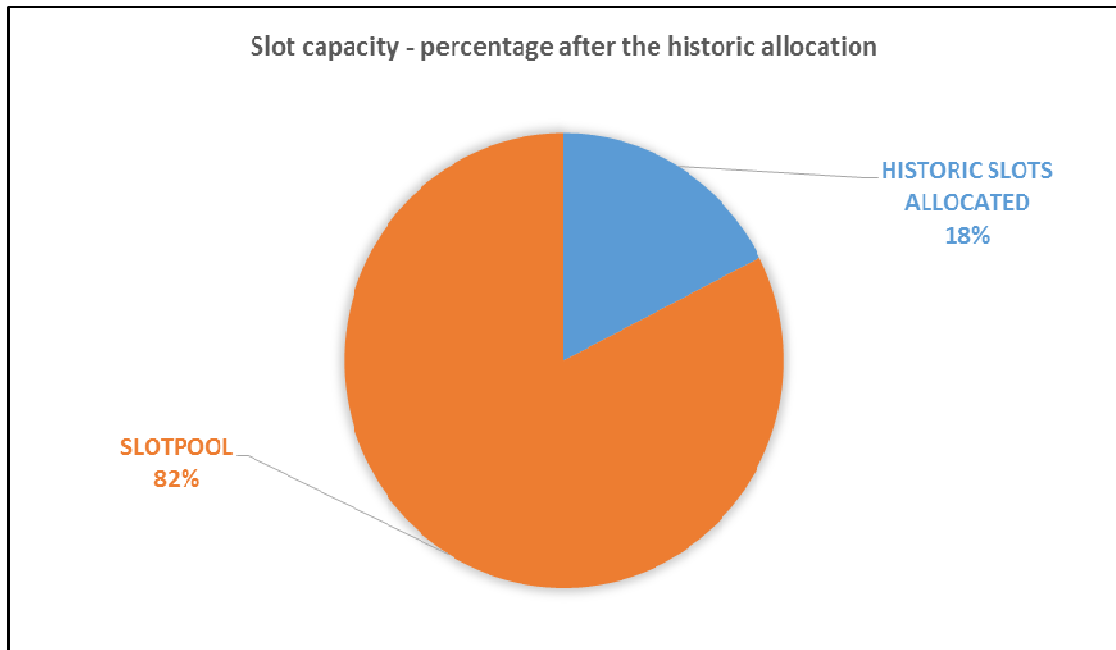
a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		89149
HISTORICS	AS REQ	26942
	OFFER	3314
NEW ENTRANT	AS REQ	993
	OFFER	722
RETIMED	AS REQ	32119
	OFFER	7424
NEW	AS REQ	11977
	OFFER	5658

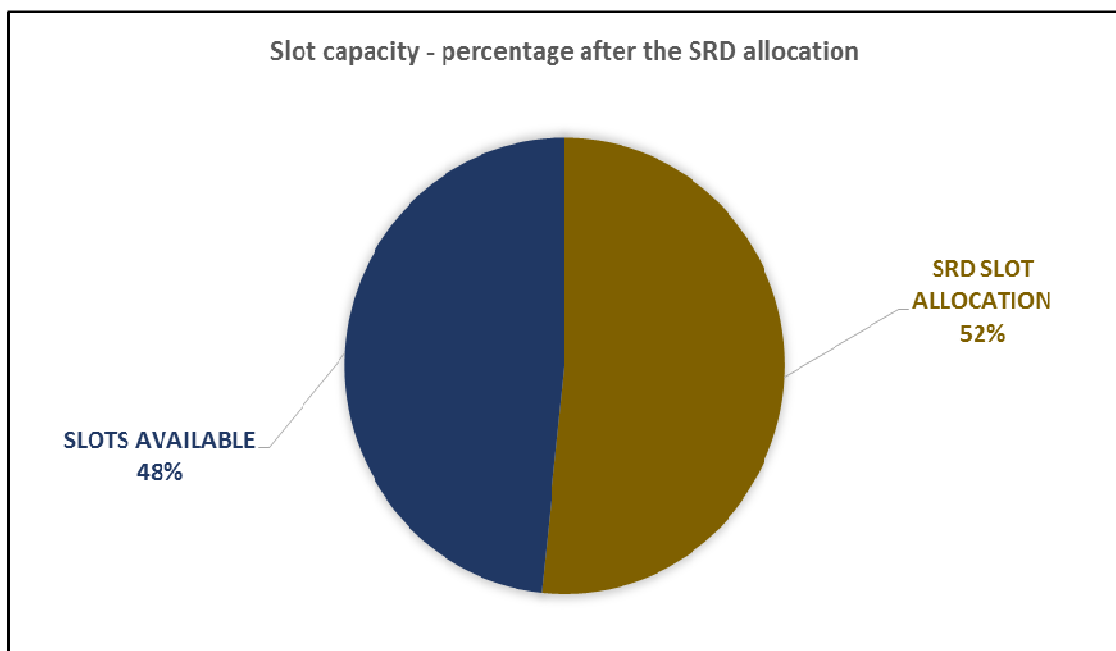


b) Slot pool

SLOT CAPACITY S17	172480
HISTORIC SLOTS ALLOCATED	30256
SLOTPOOL	142224

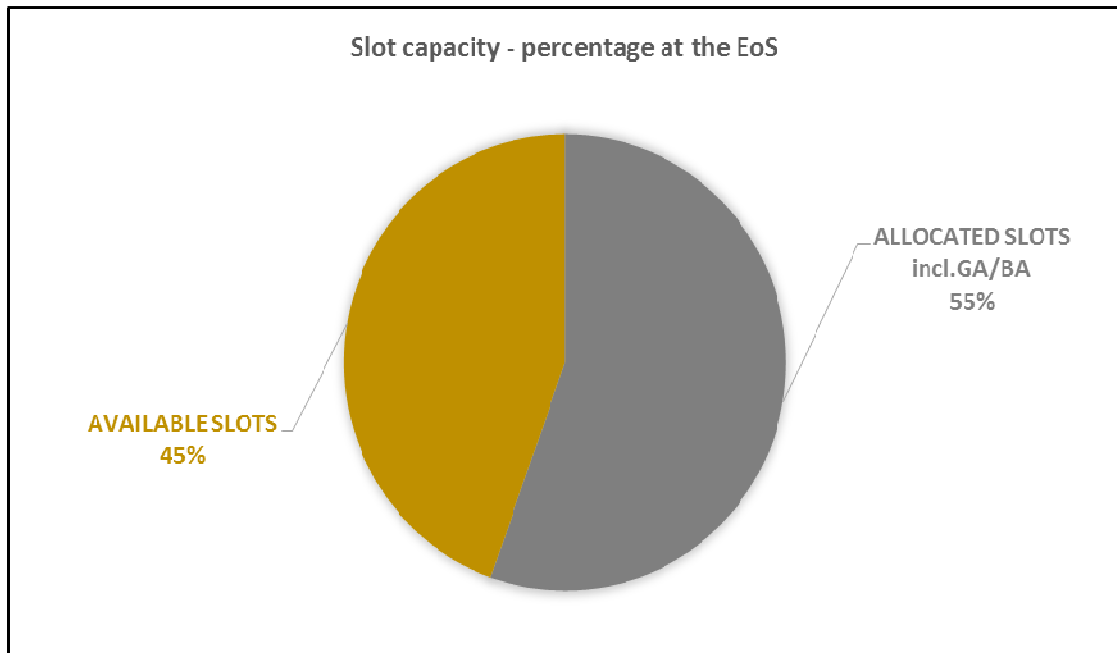


SLOT CAPACITY S17	172480
SRD SLOT ALLOCATION	89149
SLOTS AVAILABLE	83331



C) End of Season (EoS)

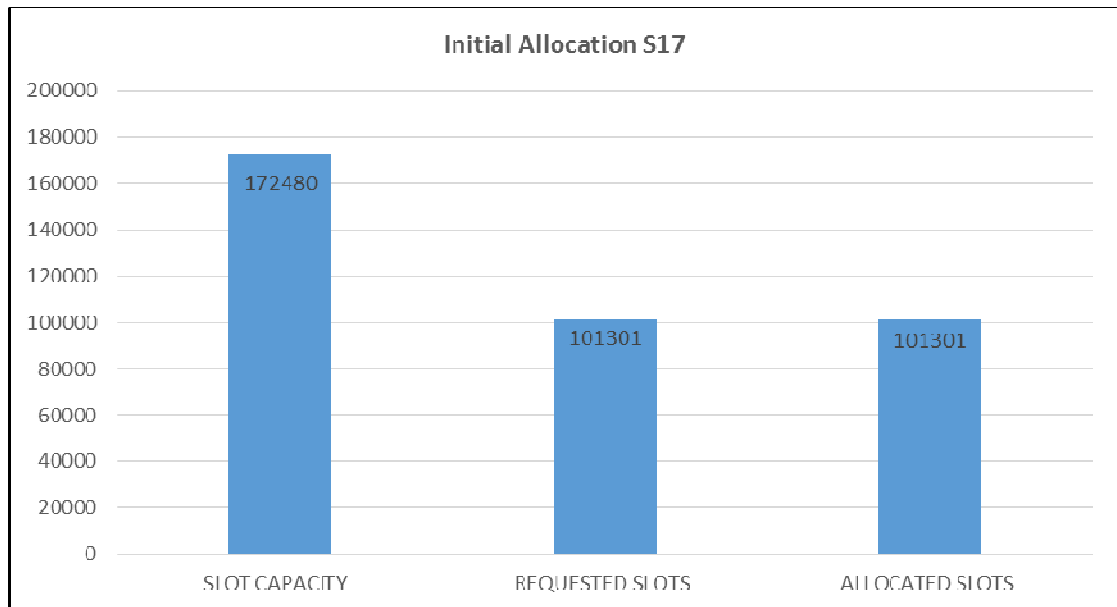
SLOT CAPACITY S17	172480
ALLOCATED SLOTS incl.GA/BA	95671
AVAILABLE SLOTS	76809



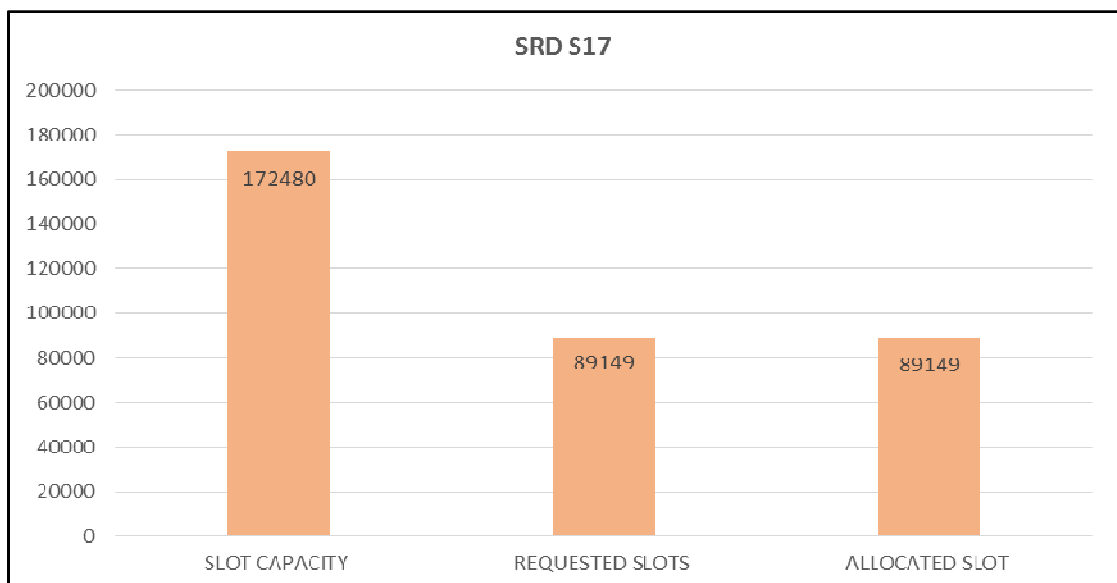
D) Graphics/ Histograms

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

INITIAL ALLOCATION	S17
SLOT CAPACITY	172480
REQUESTED SLOTS	101301
ALLOCATED SLOTS	101301



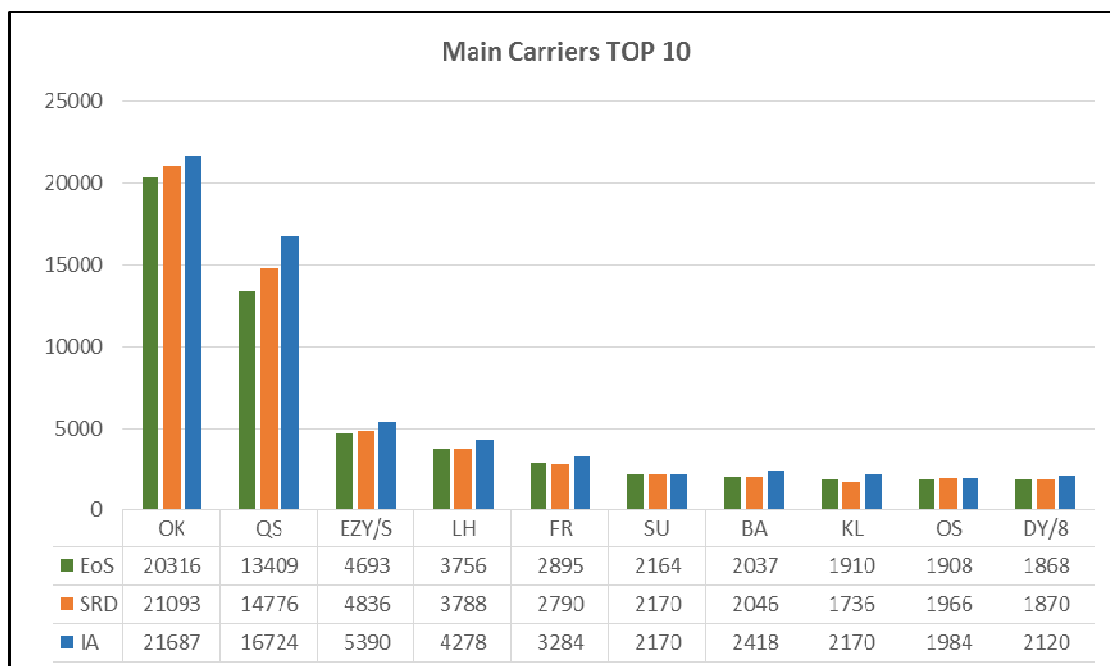
SRD	S17
SLOT CAPACITY	172480
REQUESTED SLOTS	89149
ALLOCATED SLOT	89149



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 S17 season.

6. Monitoring report

- a) Slot misuse - no records for S17 season.
- b) Late handback - no records for S17 season.
- c) Sanctions - no records for S17 season.
- d) Exemptions 14.1 - no records for S17 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 S17 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 S17. 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