

The Coordinator's Activity Report

Season: W14

Period : 26th October 2014 – 28th March 2015

Performed by:

Slot Coordination Czech Republic

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1. Introduction

This report contains the general total data for W14 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. 6.7.9.8**

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 – W14

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. | | 60 min | | | 120 min | 240 min |
|--------------------|-------|--------|-----|--------|-----|-------|---------|---------|
| from | until | arr | dep | arr | dep | total | total | |
| 0000 | 0355 | | | | | | | 8 |
| 0400 | 0455 | 3 | 3 | | | 8 | | |
| 0500 | 2055 | | | 33 | 33 | 46 | | |
| 2100 | 2255 | | | | | | 28 | |
| 2300 | 2355 | | | | | 4 | | |

RWY closure (maintenance, repair and reconstruction)

No RWY closure during W14.

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: 20 GATES
T2: 27 GATES
T3: 1 GATE

Departing PAX

T1: 1700 passengers (limiting factor - passport control)
T2: 2100 passengers (limiting factor – security control)
T3: 60 passengers (limiting factors – gate, security control)

Arriving PAX

T1: 1800 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 | | | 54 |
| Terminal 1 non-schengen | gate | | 20 |
| | PAX flow | arr | 1800 |
| | | dep | 1700 |
| | | total | 3500 |
| Terminal 2 schengen | gate | | 27 |
| | 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 - 54 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
- 6 stands for aircraft with wing span up to 52m
- 32 stands for aircraft with wing span up to 36m
- 11 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 S15

a) Runway

Table of counts of allowed movements in individual time periods

| time/periods (UTC) | | 5 min. | | 60 min | | | 120 min |
|--------------------|-------|--------|-----|--------|-----|-------|---------|
| from | until | arr | dep | arr | dep | total | total |
| 0400 | 1955 | | | 33 | 33 | 46 | |
| 2000 | 2055 | | | | | | 27 |
| 2100 | 2155 | | | | | | |
| 2200 | 2255 | | | | | | 7 |
| 2300 | 2355 | 3 | 3 | | | | |
| 0000 | 0255 | | | | | | 2 |
| 0300 | 0355 | | | | | | 12 |

b) Terminal

| constraints/period | | | 60 min. |
|----------------------------|----------------|------|---------|
| Parking stands | | | 59 |
| Terminal 1 non-Schengen | gate | | 21 |
| | 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 | |

c) Others

Aircraft stands

Apron North + East - 59 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
- 6 stands for aircraft with wing span up to 52m
- 36 stands for aircraft with wing span up to 36m
- 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

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 (2000) to 0500 (0400).*

2.21.1.2.1.1 *Aircrafts included in Bonus list, take-offs and landings from 2100 (2000) to 0500 (0400) 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 (2000) to 0500 (0400) 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, 388, 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/Ruzyně 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

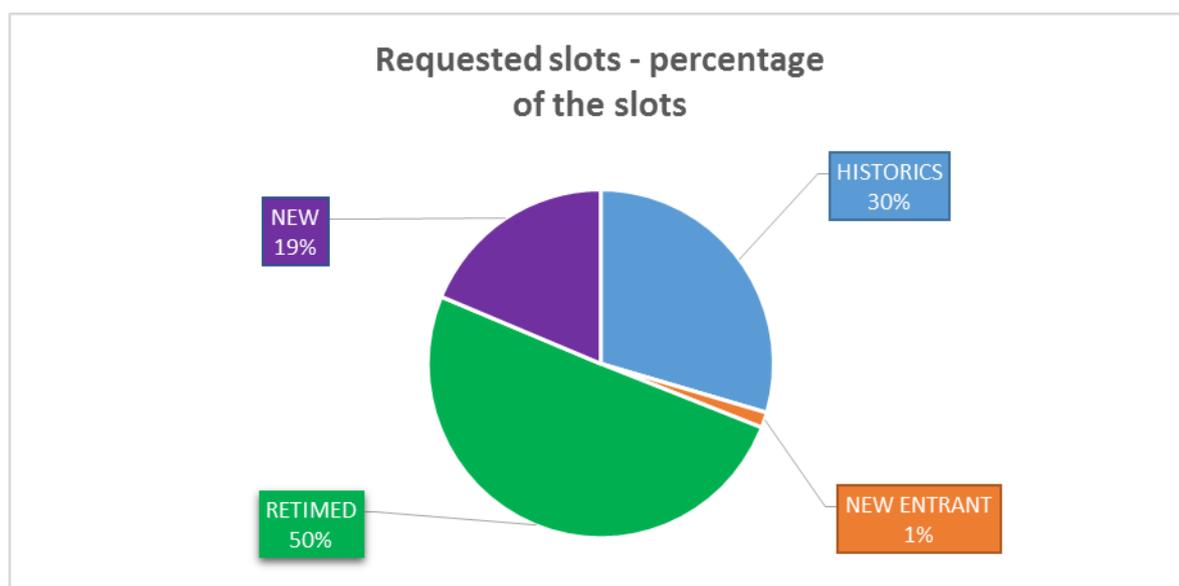
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

4. Coordination process

A) Initial allocation (IA)

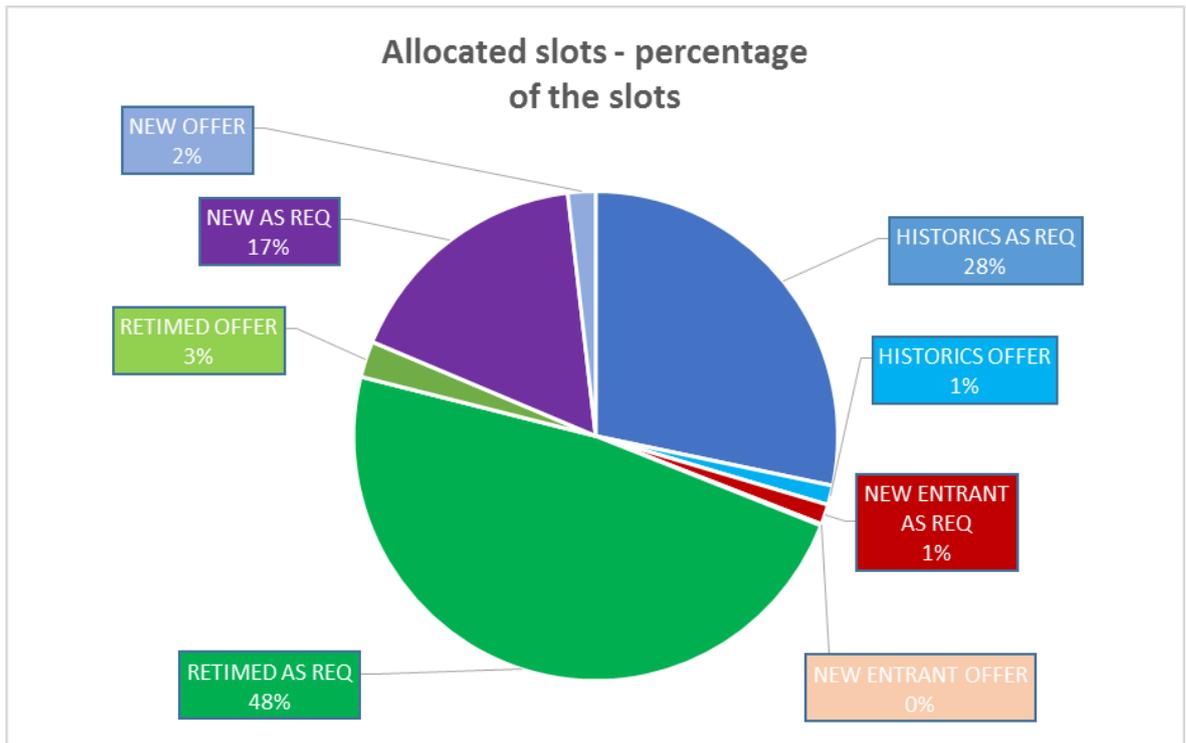
a) Requested slots

| REQUESTED SLOTS | |
|-----------------|-------|
| TOTAL SLOTS | 44436 |
| HISTORICS | 13124 |
| NEW ENTRANT | 636 |
| RETIMED | 22362 |
| NEW | 8314 |



d) Allocated slots

| ALLOCATED SLOTS | | |
|------------------------|---------------|--------------|
| TOTAL SLOTS | | 44436 |
| HISTORICS | AS REQ | 12557 |
| | OFFER | 567 |
| NEW ENTRANT | AS REQ | 592 |
| | OFFER | 44 |
| RETIMED | AS REQ | 21299 |
| | OFFER | 1063 |
| NEW | AS REQ | 7493 |
| | OFFER | 821 |



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

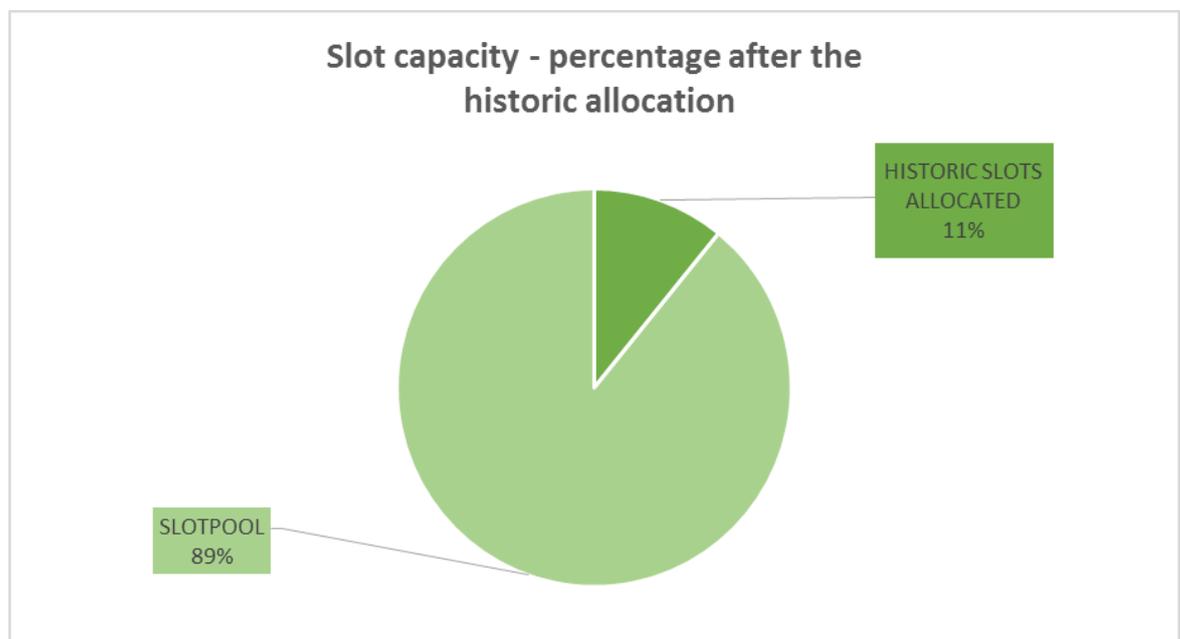
No outstanding requests for W14.

f) Slot pool

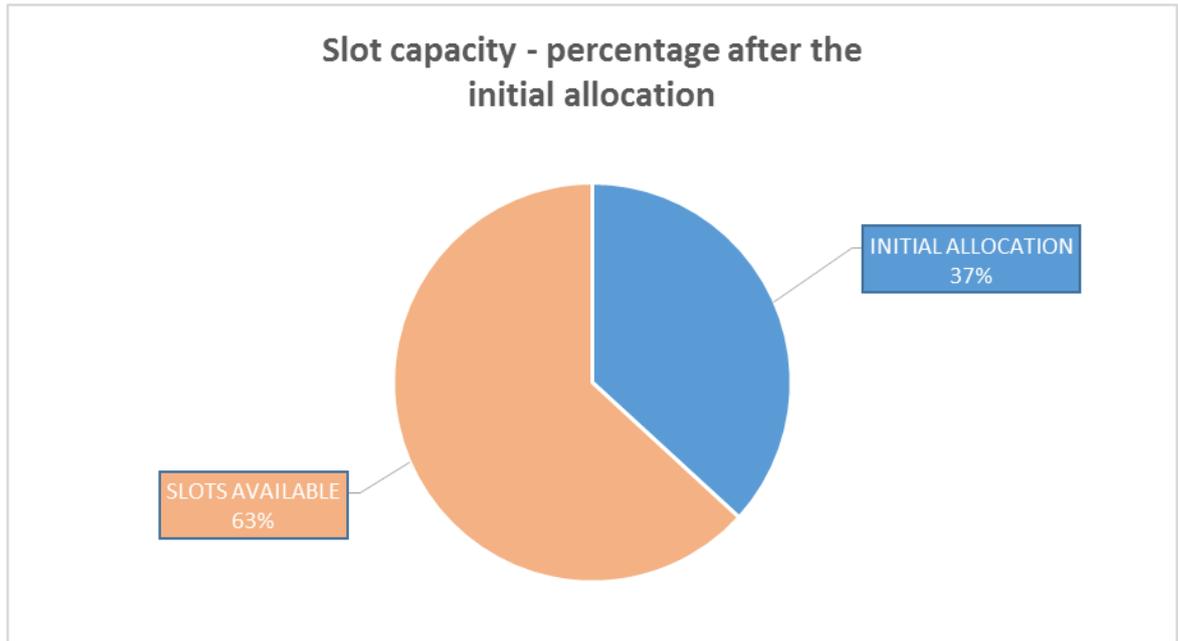
The slot capacity for W14 was calculated for total of 120736 slots available.

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 W14 | 120736 |
| HISTORIC SLOTS ALLOCATED | 13124 |
| SLOTPOOL | 107612 |



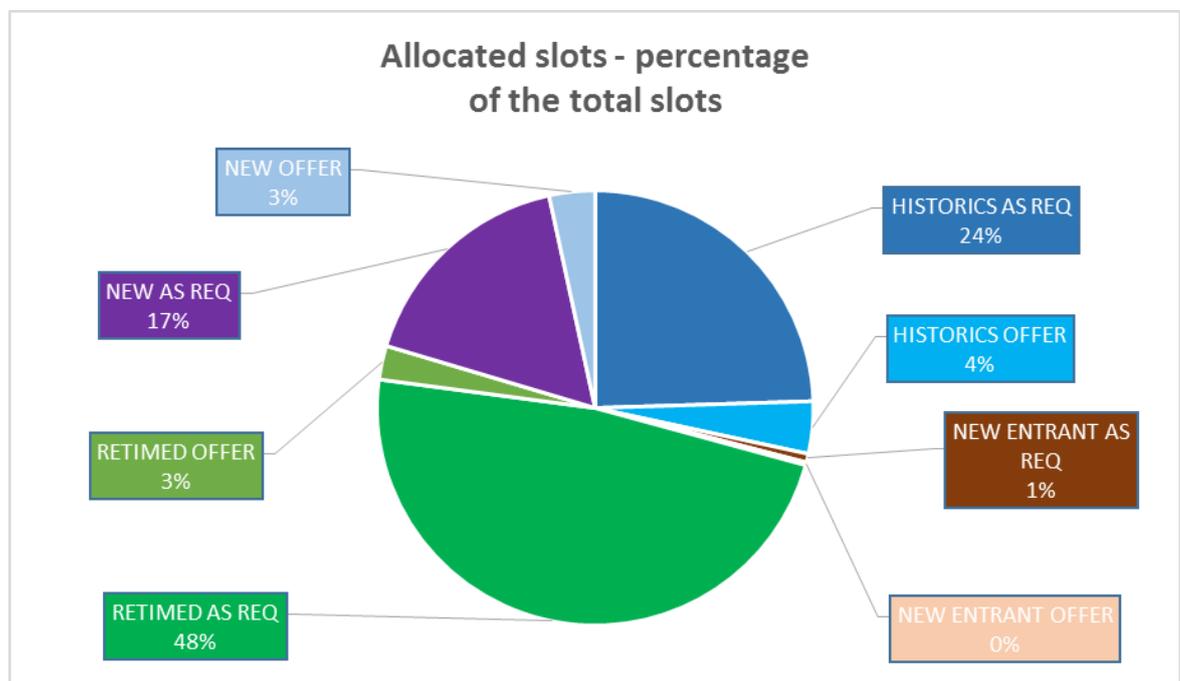
| | |
|---------------------------|---------------|
| SLOT CAPACITY W14 | 120736 |
| INITIAL ALLOCATION | 44436 |
| SLOTS AVAILABLE | 76300 |



B) Slot Return Deadline (SRD)

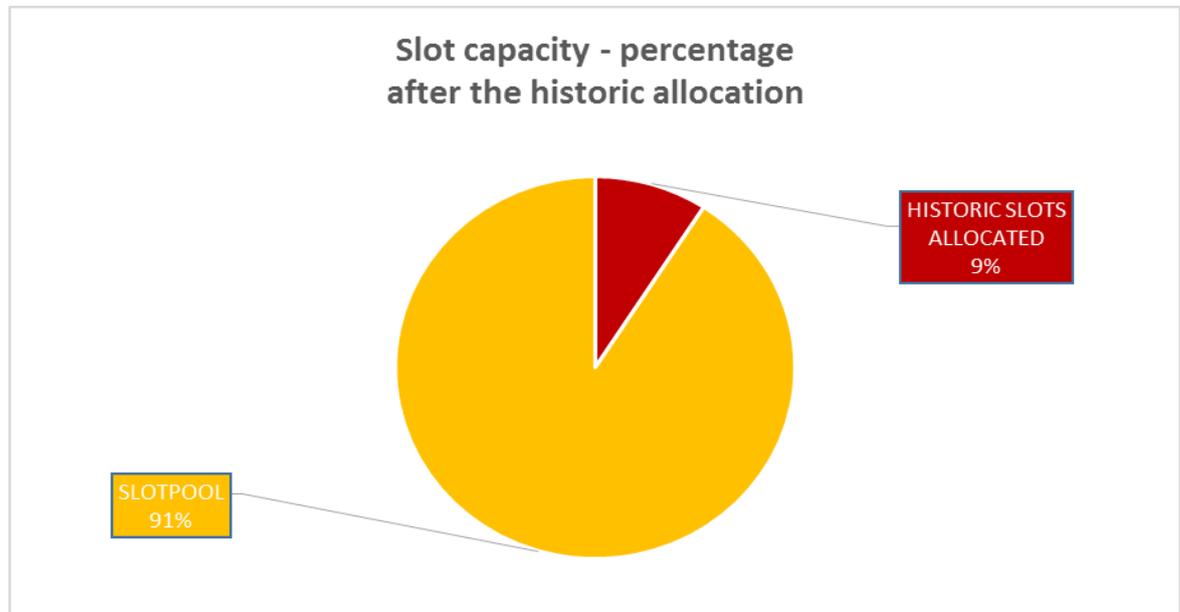
a) Allocated slots

| ALLOCATED SLOTS | | |
|-----------------|--------|-------|
| TOTAL SLOTS | | 38888 |
| HISTORICS | AS REQ | 9530 |
| | OFFER | 1510 |
| NEW ENTRANT | AS REQ | 248 |
| | OFFER | 82 |
| RETIMED | AS REQ | 18612 |
| | OFFER | 979 |
| NEW | AS REQ | 6605 |
| | OFFER | 1322 |

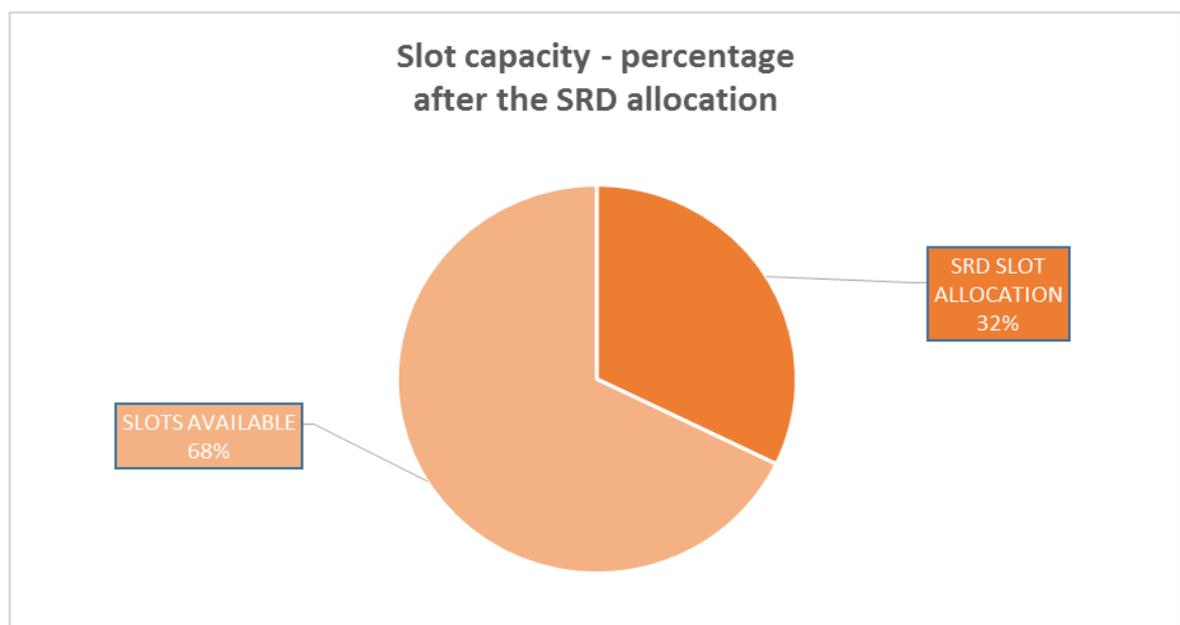


b) Slot pool

| | |
|---------------------------------|---------------|
| SLOT CAPACITY W14 | 120736 |
| HISTORIC SLOTS ALLOCATED | 11040 |
| SLOTPOOL | 109696 |

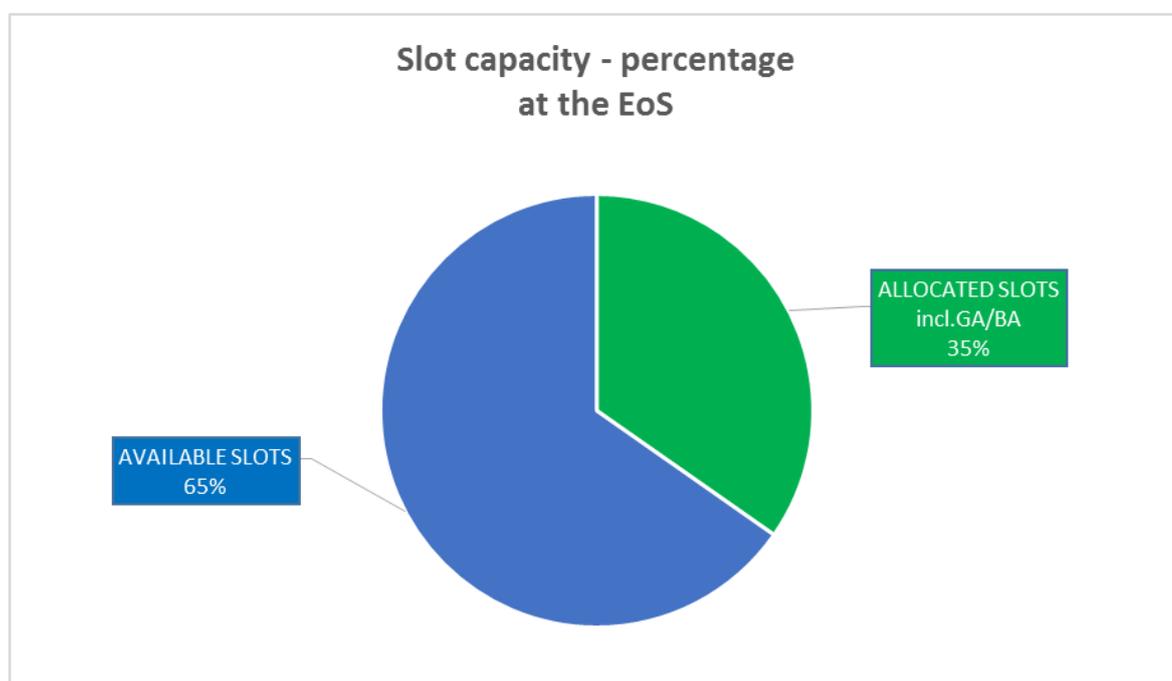


| | |
|----------------------------|---------------|
| SLOT CAPACITY W14 | 120736 |
| SRD SLOT ALLOCATION | 38888 |
| SLOTS AVAILABLE | 81848 |



C) End of Season (EoS)

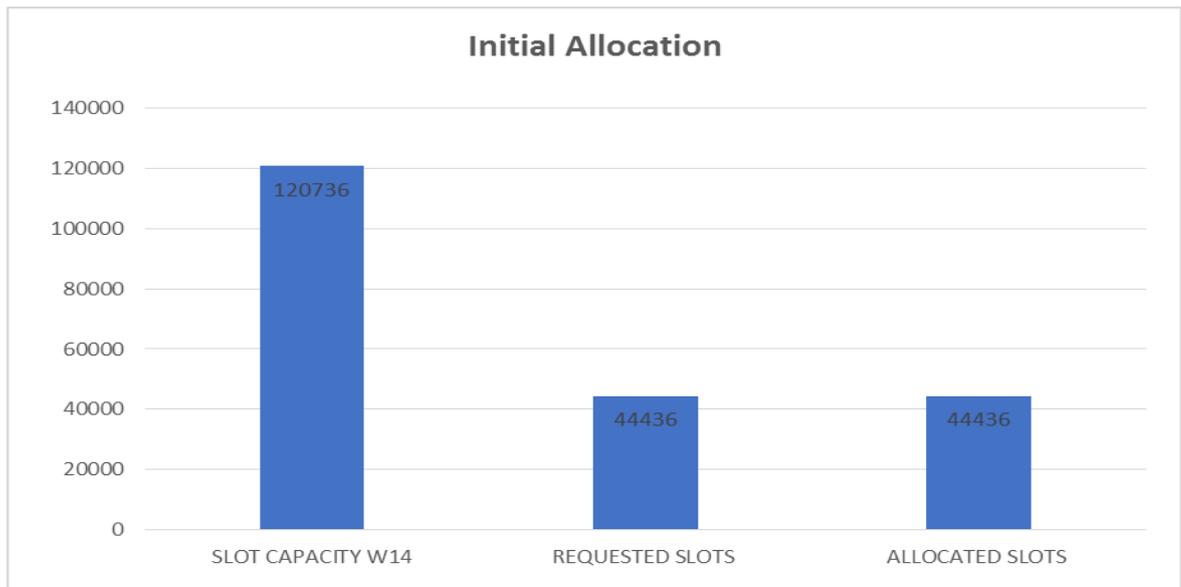
| | |
|---------------------------------------|---------------|
| SLOT CAPACITY W14 | 120736 |
| ALLOCATED SLOTS incl.GA/BA | 41916 |
| AVAILABLE SLOTS | 78820 |



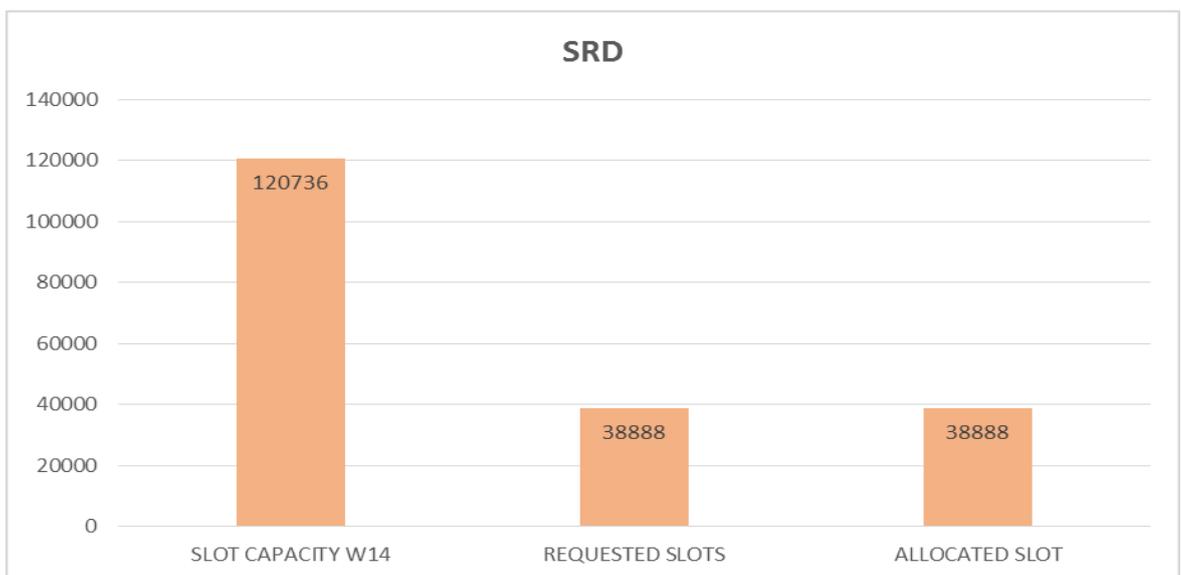
D) Graphics/ Histograms

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

| | |
|--------------------|--------|
| INITIAL ALLOCATION | W14 |
| SLOT CAPACITY | 120736 |
| REQUESTED SLOTS | 44436 |
| ALLOCATED SLOTS | 44436 |



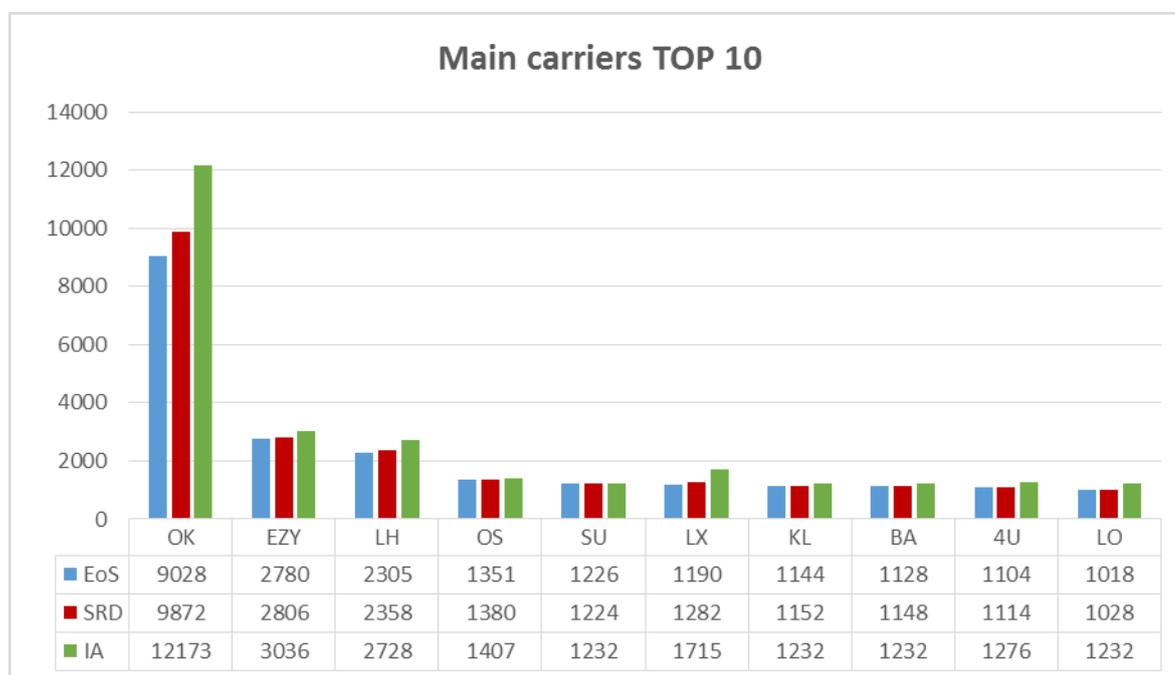
| | |
|-----------------|--------|
| SRD | W14 |
| SLOT CAPACITY | 120736 |
| REQUESTED SLOTS | 38888 |
| ALLOCATED SLOT | 38888 |



Development of the main carriers

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

| MAIN CARRIERS | EoS | SRD | IA |
|---------------|-------|-------|-------|
| OK | 18011 | 20369 | 26968 |
| QS | 10721 | 13432 | 15020 |
| LH | 4001 | 4106 | 5220 |
| EZY | 3657 | 3796 | 4180 |
| LX | 2140 | 2227 | 2456 |
| BA | 1969 | 1980 | 1980 |
| OS | 1860 | 1902 | 1920 |
| KL | 1782 | 1770 | 2520 |
| 4U | 1766 | 1790 | 836 |
| SU | 1665 | 1680 | 1680 |



5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within W14 season.

6. Monitoring report

- a) **Slot misuse** - no records for W14 season.
- b) **Late handback** - no records for W14 season.
- c) **Sanctions** - no records for W14 season.
- d) **Exemptions 14.1** - no records for W14 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 W14 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 W14. 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:

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