

The Coordinator's Activity Report

Season: S19

Period : 31st March 2019 – 26th October 2019

Performed by:

Slot Coordination Czech Republic

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1. Introduction

This report contains the general total data for S19 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. 6.11.9.4

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 – S19

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 (*47) 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 (*47 in time periods 0730-0930, 1400-1600)

Night noise restrictions from 20:00 to 03:55 UTC

48 movements - number of take-offs and landings during the night period. Solely for the aircraft types stated in the Bonus List.

No coordinated departures allowed from 0000UTC to 0155UTC.

Introduction of the Night Movement limitation:

Since S19 season, based on the decision of the State Authorities, Prague Airport implemented new Night Movement Limitation in order to reduce night noise pollution arising from the night air traffic.

The stipulated total number of all the night movements for S19 season is 7928.

Only the Air Carriers with allocated historical slots for the night time are allowed to operate within the night as a part of above stated stipulated number of night movements.

Also GA/BA flights of the local (home based) carriers are allowed to operate within the night and up to the limit of 7928 movements.

Table of counts of allowed movements in individual time periods

time/periods (UTC)		10 min.			60 min			240 min
from	until	arr	dep	total	arr	dep	total	total
0400	1955				33	33	46	
0730	0930				33	33	47	
1400	1600				33	33	47	
2000	2055							34
2100	2155							
2200	2255	6	6	10				
2300	2355							14
0000	0055					**)		
0100	0155					**)		
0200	0255							
0300	0355							

0000	0155	no coordinated departures					
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31.3. – 26.10.2019	2000 - 0355UTC	7928 movements
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RWY closure (maintenance, repair and reconstruction)

RWY 06/24 (maintenance)	27. 05. – 31. 05. 2019
RWY 12/30 (maintenance)	07. 03. – 07. 05. 2019
RWY 06/24 (maintenance)	30. 09. – 04. 10. 2019
RWY 12/30 (maintenance)	07. 10. – 11. 10. 2019

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: 18 GATES
 T2: 26 GATES
 T3: 1 GATE

Departing PAX T1: 2100 passengers (limiting factor - passport control)
 T2: 2500 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			53
Terminal 1 non-Schengen	gate		18
	PAX flow	arr	2100
		dep	2100
		total	4200
Terminal 2 Schengen	gate		26
	PAX flow	arr	3500
		dep	2500
		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 - 53 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
- 3 stands for aircraft with wing span up to 52m
- 34 stands for aircraft with wing span up to 36m
- 2 stand for aircraft with wing span up to 34,5m
- 9 stands for aircraft with wing span up to 29m

Apron South GA/BA – 22 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
- 3 stands for aircraft with wing span up to 20m
- 2 stands for aircraft with wing span up to 15m

B) Forthcoming season W19

a) Runway

Table of counts of allowed movements in individual time periods

time/periods (UTC)		10 min.			60 min			480 min
from	until	arr	dep	total	arr	dep	total	2100-0455
0500	2055				33	33	46	48
2100	2155							
2200	2255							
2300	2355							
0000	0055	6	6	10				
0100	0155							
0200	0255							
0300	0355							
0400	0455							

b) Terminal

constraints/period			60 min.
Parking stands			49
Terminal 1 non-Schengen	gate		23
	PAX flow	arr	2100
		dep	2100
		total	4200
Terminal 2 Schengen	gate		28
	PAX flow	arr	2750
		dep	2500
		total	5250
Terminal 3 GA, BA	Parking stands		21
	gate		1
	PAX flow	arr	120
		dep	70
		total	190

c) Others

Aircraft stands

Apron North + East - 49 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
- 3 stands for aircraft with wing span up to 52m
- 1 stand for aircrafts with wing span up to 51m
- 31 stands for aircraft with wing span up to 36m
- 2 stand for aircrafts with wing span up to 34,5m
- 7 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
- 3 stands for aircraft with wing span up to 21,3m
- 3 stands for aircraft with wing span up to 20m
- 2 stands for aircraft with wing span up to 15m

3. Additional Parameters

a) Curfews

Night noise restrictions for S19 (*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 greater than 45 t except aircraft included in the list of aircraft types permitted for night operation are not permitted from 2100 to 0500 UTC.

2.21.1.2.2 Take-offs and landings of aircraft with MTOW greater than 45 t which are listed in the list of aircraft types permitted for night operation from 2100 to 0500 UTC are permitted. Each particular aircraft is obliged to comply with standards for being listed in one of noise categories from 1 to 9 in accordance with GEN 4.1.1.4. The number of planned flights is restricted by traffic regulation for night operation.

2.21.1.2.3 Take-offs and landings of aircraft with MTOW less or equal to 45 t are permitted from 2100 to 0500 UTC. Each particular aircraft is obliged to comply with standards for being listed in one of noise categories from 1 to 9 in accordance with GEN 4.1.1.4. The number of planned flights is restricted by traffic regulation for night operation.

2.21.1.2.4 Exemption for aircraft which comply with standards for being listed in one of noise categories from 1 to 9 in accordance with GEN 4.1.1.4, which are not listed in the list of aircraft permitted for night operation, can be granted only by the aerodrome operator upon the aircraft operator request. The aircraft operator shall append the documents according to GEN 4.1.1.4 to the request. The request shall be sent to address according to GEN 4.1.1.4.5.

LIST OF AIRCRAFTS PERMITTED FOR NIGHT OPERATION

(aircraft according to IATA code)

141, 142, 143, 146, 14F, 14X, 14Y, 14Z, 221, 223, 318, 319, 31N, 320, 321, 32A, 32B, 32C, 32D, 32N, 32Q, 332, 333, 339, 342, 343, 345, 346, 359, 380, 388, 717, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 7M7, 7M8, 7M9, 7S8, 74H, 74N, 752, 753, 75M, 75T, 75W, 763, 764, 76W, 772, 773, 77L, 77W, 783, 788, 789, AB6, AR1, AR7, AR8, ARJ, CCX (only one version over 45t MTOW), 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

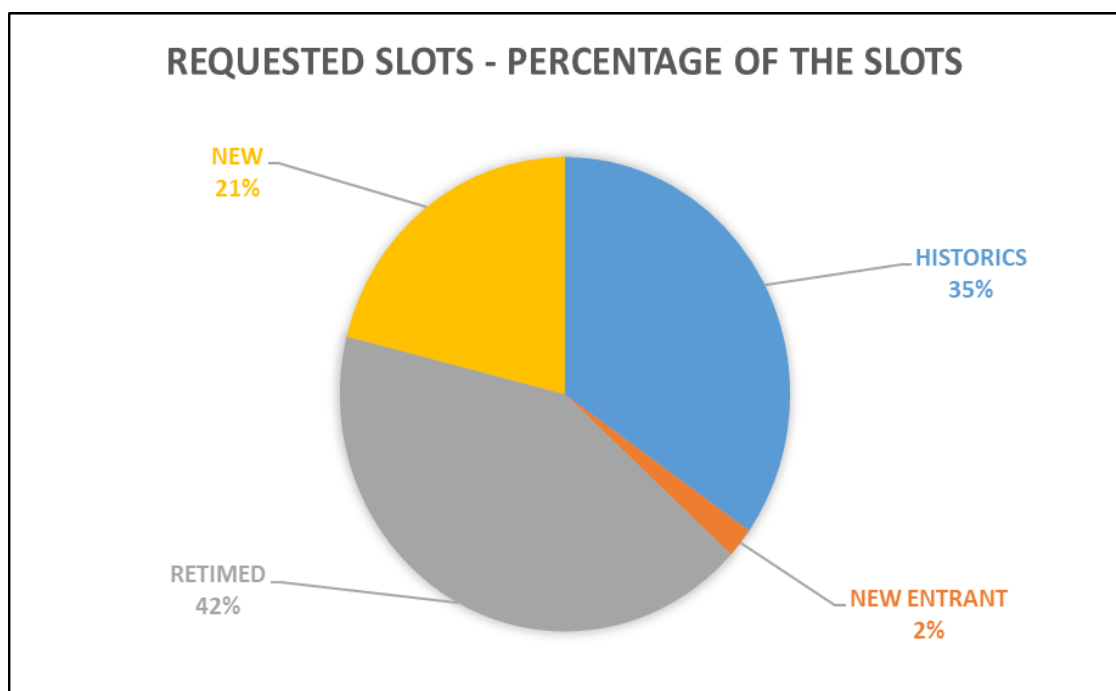
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

4. Coordination process

A) Initial allocation (IA)

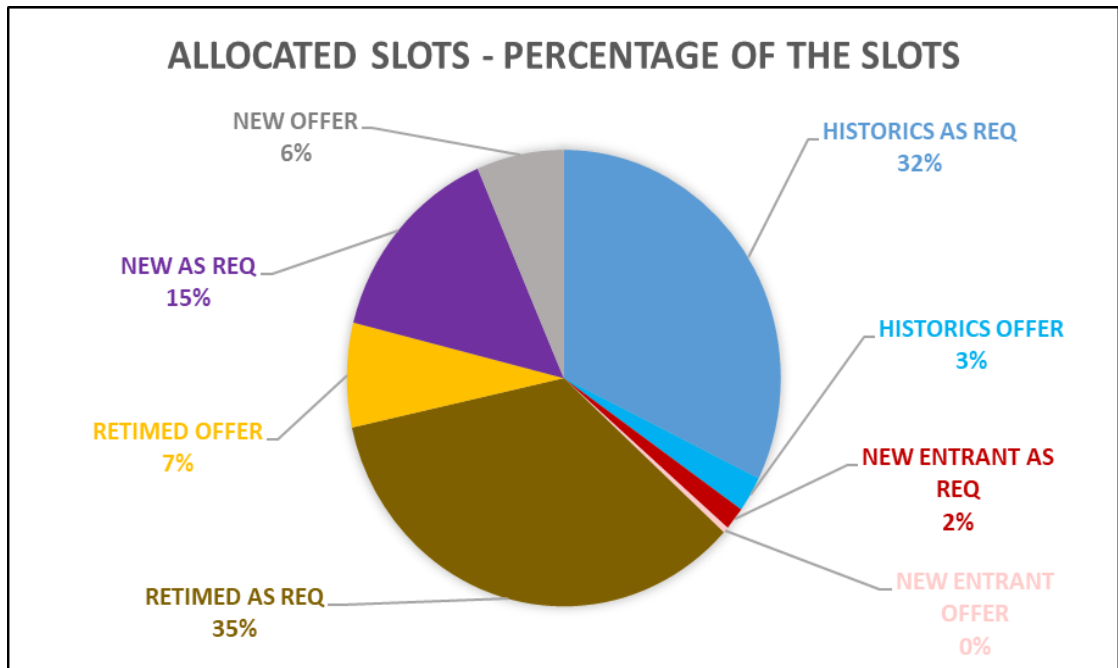
a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	109479
HISTORICS	38058
NEW ENTRANT	2232
RETIMED	46109
NEW	23080



b) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		109479
HISTORICS	AS REQ	35297
	OFFER	2761
NEW ENTRANT	AS REQ	1773
	OFFER	459
RETIMED	AS REQ	38011
	OFFER	8098
NEW	AS REQ	15972
	OFFER	7108



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

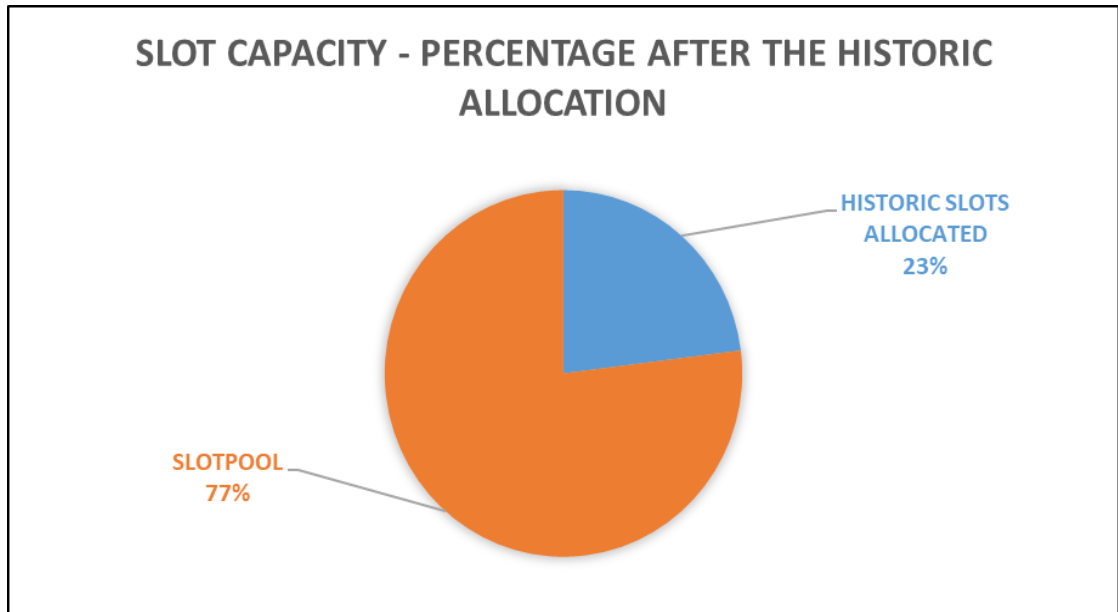
No outstanding requests for S19.

d) Slot pool

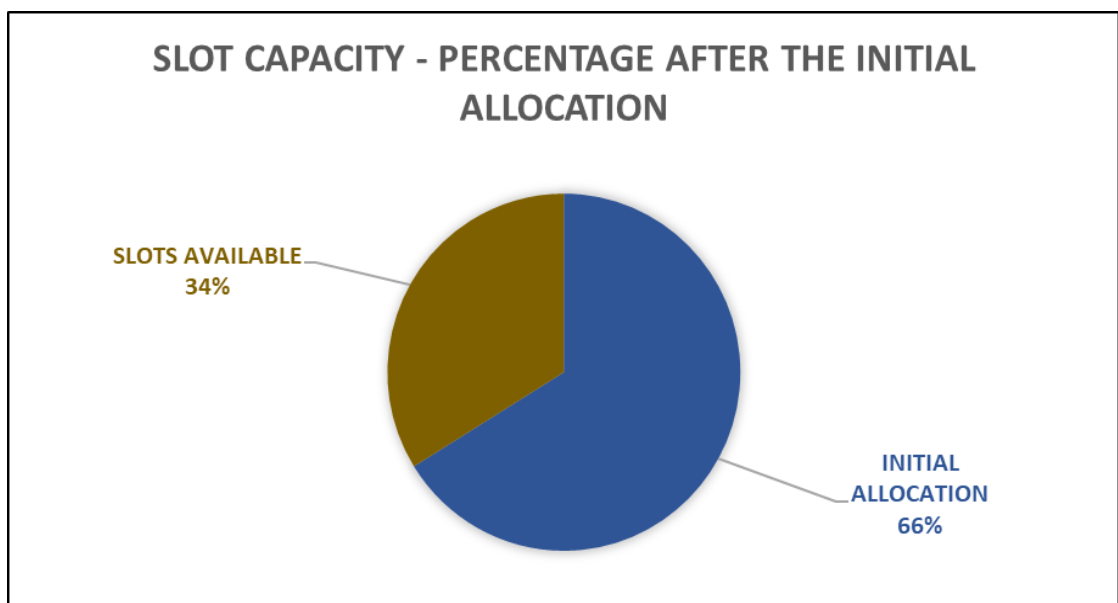
The slot capacity for S19 was calculated for total of 165480 slots available.

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 S19	165480
HISTORIC SLOTS ALLOCATED	38058
SLOTPOOL	127422



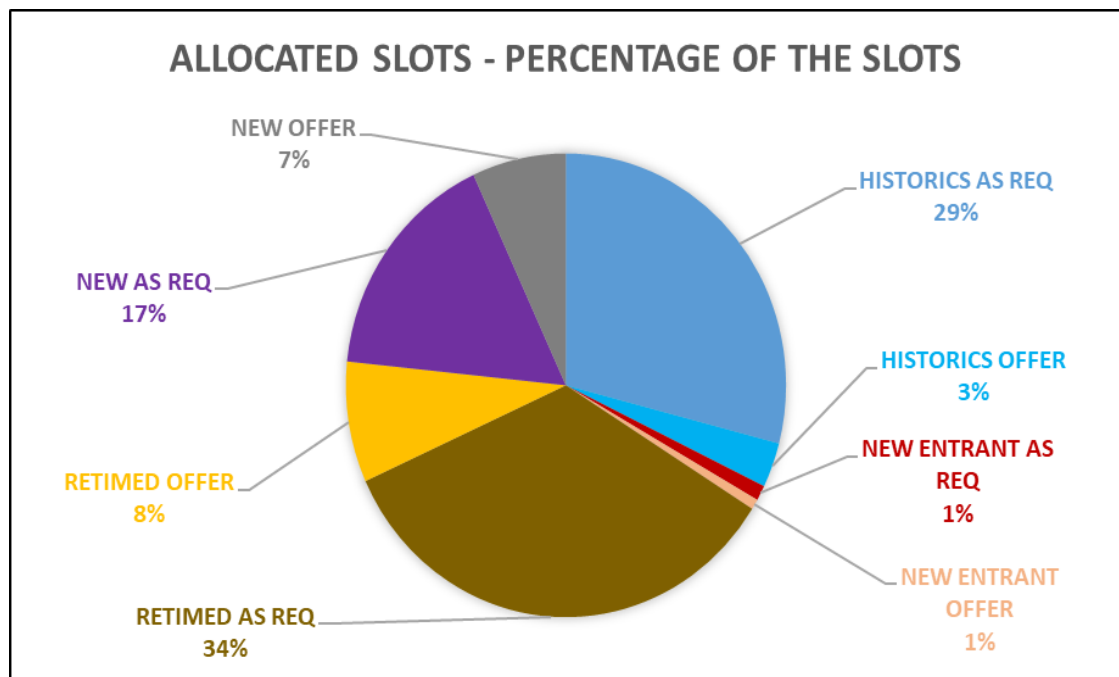
SLOT CAPACITY S19	165480
INITIAL ALLOCATION	109479
SLOTS AVAILABLE	56001



B) Slot Return Deadline (SRD)

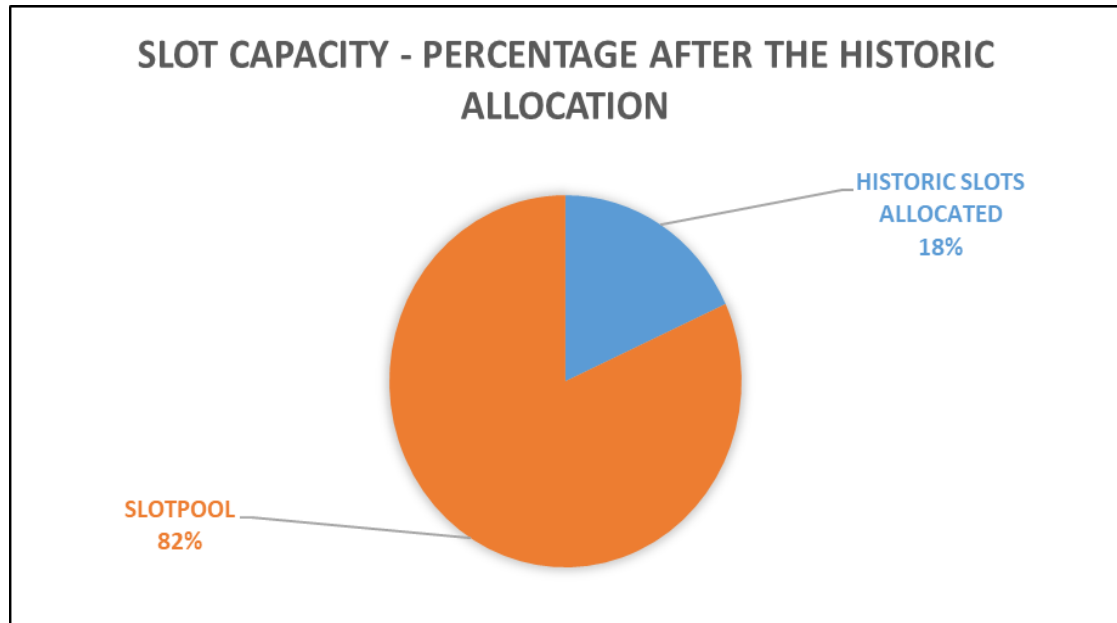
a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		93510
HISTORICS	AS REQ	27156
	OFFER	2925
NEW ENTRANT	AS REQ	993
	OFFER	669
RETIMED	AS REQ	32053
	OFFER	7872
NEW	AS REQ	15394
	OFFER	6448

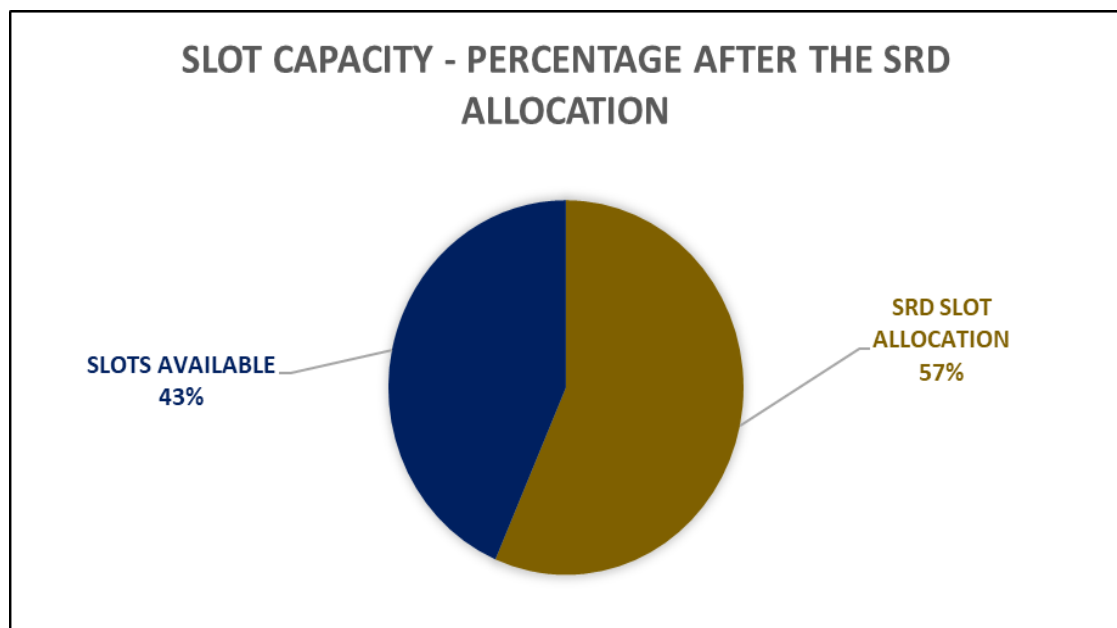


b) Slot pool

SLOT CAPACITY S19	165480
HISTORIC SLOTS ALLOCATED	30081
SLOTPOOL	135399

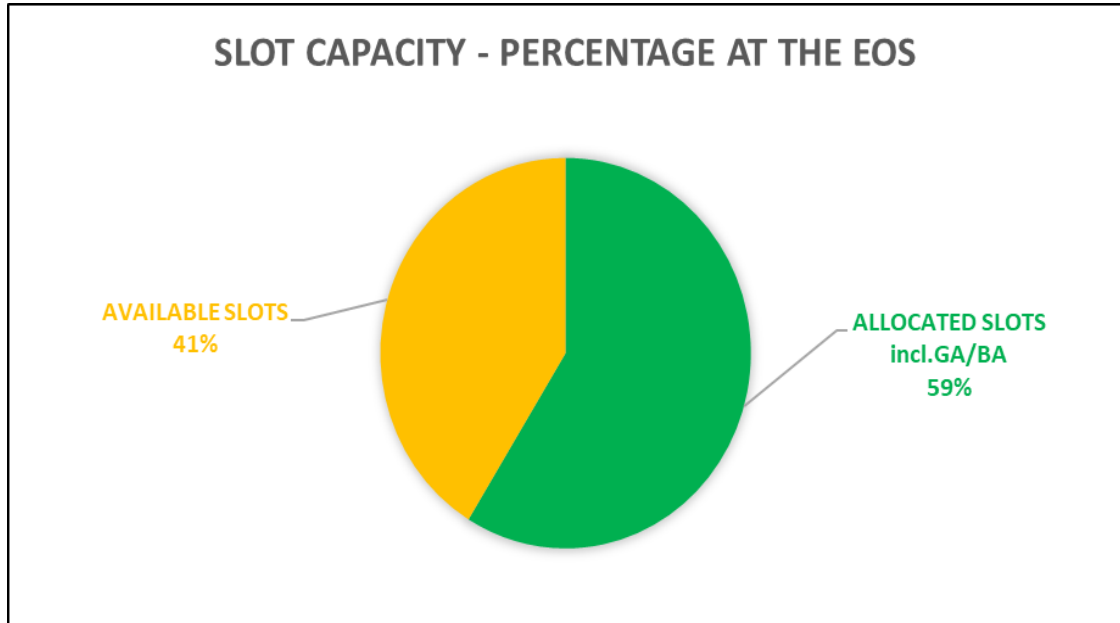


SLOT CAPACITY S19	165480
SRD SLOT ALLOCATION	93510
SLOTS AVAILABLE	71970



C) End of Season (EoS)

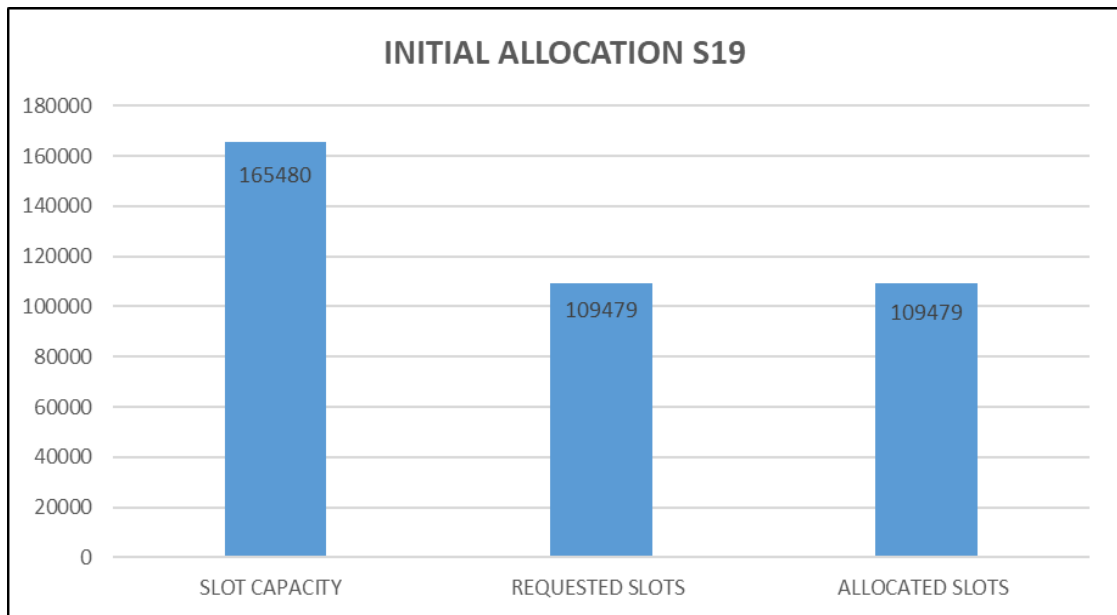
SLOT CAPACITY S19	165480
ALLOCATED SLOTS incl.GA/BA	97268
AVAILABLE SLOTS	68212



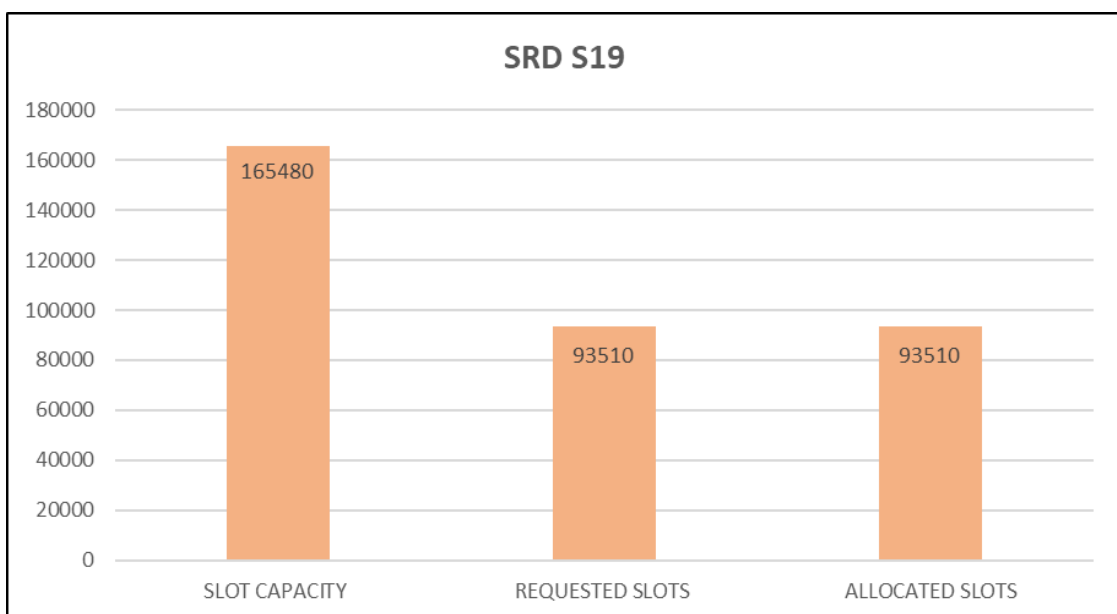
D) Graphics/ Histograms

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

INITIAL ALLOCATION	S19
SLOT CAPACITY	165480
REQUESTED SLOTS	109479
ALLOCATED SLOTS	109479



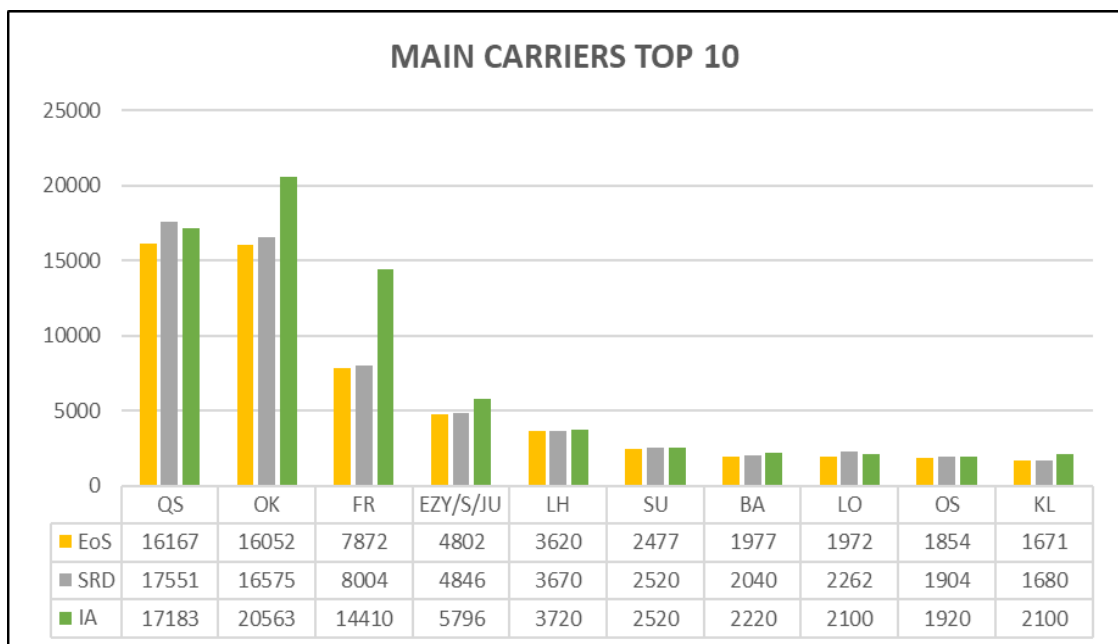
SRD	S19
SLOT CAPACITY	165480
REQUESTED SLOTS	93510
ALLOCATED SLOTS	93510



Development of the main carriers

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

MAIN CARRIERS	EoS	SRD	IA
QS	16167	17551	17183
OK	16052	16575	20563
FR	7872	8004	14410
EZY/S/JU	4802	4846	5796
LH	3620	3670	3720
SU	2477	2520	2520
BA	1977	2040	2220
LO	1972	2262	2100
OS	1854	1904	1920
KL	1671	1680	2100



5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within S19 season.

6. Monitoring report

a) Slot misuse

According to the AIP CZ, GEN 1.2.1.8.2., below the following number of flights breached the coordination mechanisms.

breach of coordinated type of aircraft or failure to comply with the criteria for inclusion in one of noise categories 1 to 9 during the period of night noise restriction 2000 to 0400UTC according to AIP, LKPR AD 2.21 :

July – 1

August – 1

September - 1

- b) Late handback** - no records for S19 season.
- c) Sanctions** - no records for S19 season.
- d) Exemptions 14.1** - no records for S19 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
- Czech GH
- Ryanair
- Czech Airlines Handling
- Civil Aviation Department
- Civil Aviation Authority

Main topic for the meeting of the Coordination Committee was the airport capacity presentation for S19 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 S19. 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