

# **The Coordinator's Activity Report**

**Season: S18**

**Period : 25<sup>th</sup> March 2018 – 27<sup>th</sup> October 2018**

**Performed by:**

**Slot Coordination Czech Republic**

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## 1. Introduction

This report contains the general total data for S18 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 – S18

#### 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 closure 06/24 (regular maintenance)	23. 04. – 27. 04. 2018
RWY closure 12/30 (regular maintenance)	30. 04. – 15. 06. 2018
RWY closure 06/24 (regular maintenance)	17. 09. – 21. 09. 2018
RWY closure 12/30 (regular maintenance)	24. 09. – 21. 11. 2018

*(terms might change due to operational reasons)*

**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:	22 GATES
T2:	27 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			56
Terminal 1  non-Schengen	gate		22
	PAX flow	arr	2100
		dep	2100
		total	4200
Terminal 2  Schengen	gate		27
	PAX flow	arr	3500
		dep	2500
		total	6000
Terminal 3  GA, BA	Parking stands		21
	gate		1
	PAX flow	arr	120
		dep	60
		total	180

**c) Others**

**Aircraft stands**

**Apron North + East** - 56 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
- 4 stands for aircraft with wing span up to 52m
- 36 stands for aircraft with wing span up to 36m
- 11 stands for aircraft with wing span up to 29m

**Apron South GA/BA** – 21 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 20m
- 2 stands for aircraft with wing span up to 15m

## B) Forthcoming season W18

### 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		
0100	0155							
0200	0255							
0300	0355							
0400	0455					6		

### b) Terminal

constraints/period			60 min.
Parking stands			54
Terminal 1 non-schengen	gate		17
	PAX flow	arr	2100
		dep	2000
		total	4100
Terminal 2 schengen	gate		26
	PAX flow	arr	3500
		dep	2500
		total	6000
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:

- 2 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
- 34 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 20m
- 2 stands for aircraft with wing span up to 15m

## 3. Additional Parameters

### a) Curfews

Night noise restrictions for S18 (*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, 318, 319, 31N, 320, 321, 32A, 32B, 32C, 32D, 32N, 32Q, 332, 333, 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.

*Each particular Aircraft is obliged to comply with standards for being listed in one of noise categories from 1 to 9. Operation of aircraft included to noise category 10 - 14 is not allowed!!!*

**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**

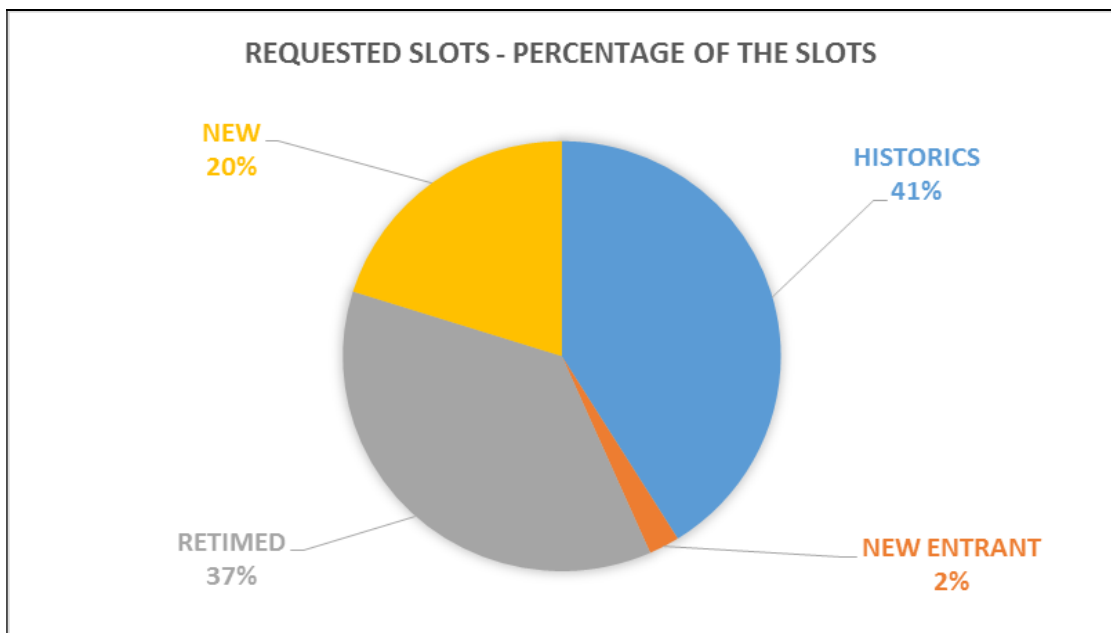
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

## 4. Coordination process

### A) Initial allocation (IA)

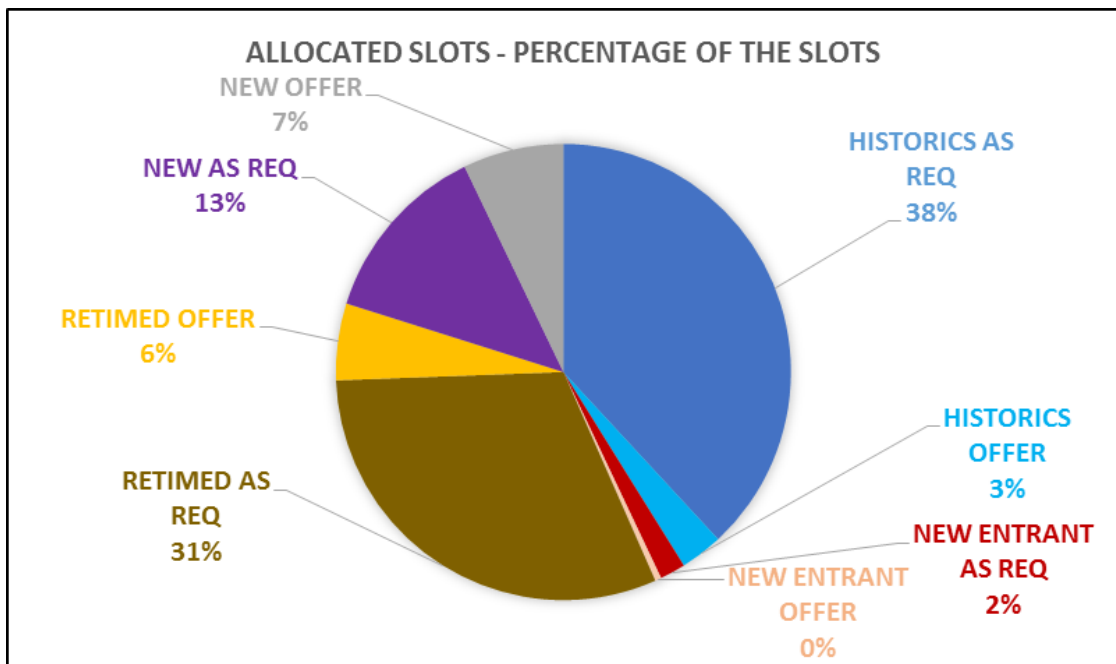
#### a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	107984
HISTORICS	44404
NEW ENTRANT	2440
RETIMED	39392
NEW	21748



**d) Allocated slots**

ALLOCATED SLOTS		
TOTAL SLOTS		107984
HISTORICS	AS REQ	41137
	OFFER	3267
NEW ENTRANT	AS REQ	1963
	OFFER	477
RETIMED	AS REQ	33512
	OFFER	5880
NEW	AS REQ	14020
	OFFER	7728



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**

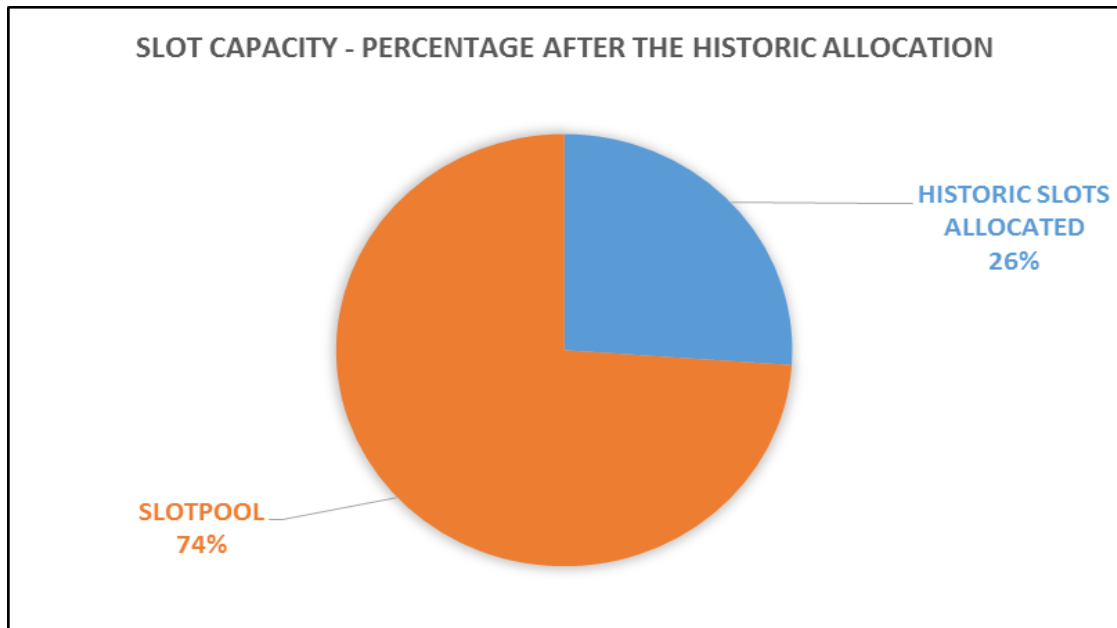
No outstanding requests for S18.

**f) Slot pool**

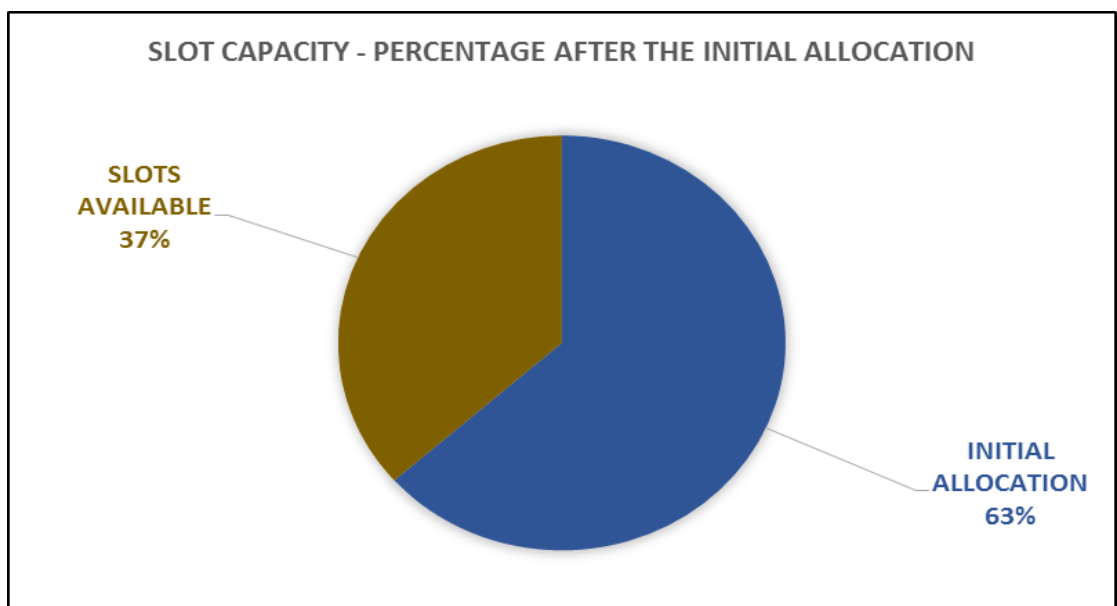
The slot capacity for S18 was calculated for total of 170128 slots available.

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).

<b>SLOT CAPACITY S18</b>	<b>170128</b>
<b>HISTORIC SLOTS ALLOCATED</b>	<b>44404</b>
<b>SLOTPOOL</b>	<b>125724</b>



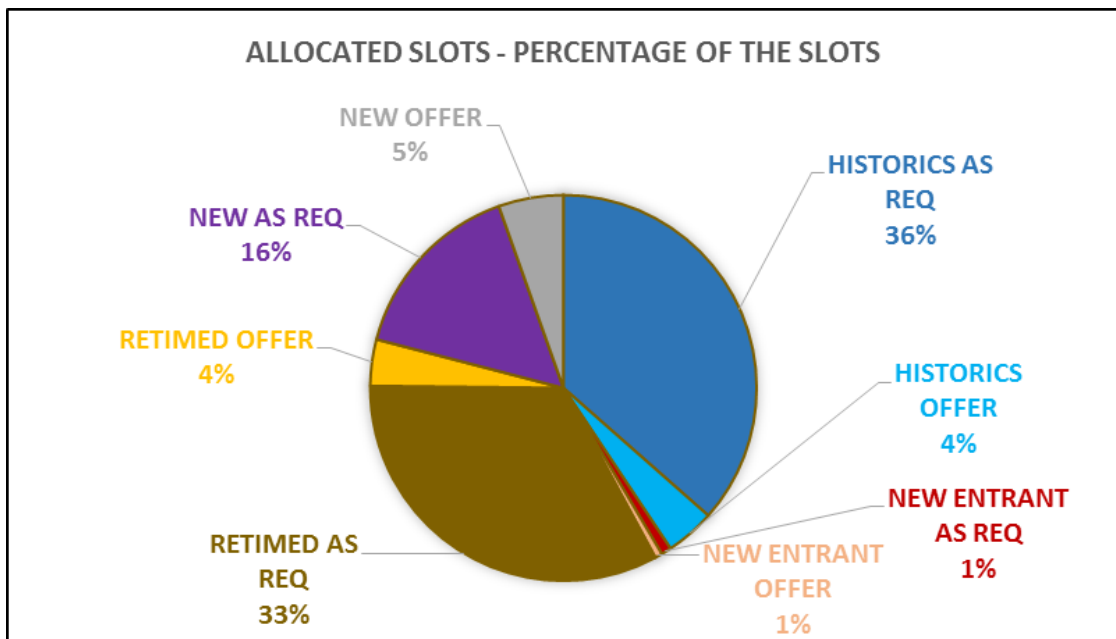
<b>SLOT CAPACITY S18</b>	<b>170128</b>
<b>INITIAL ALLOCATION</b>	<b>107984</b>
<b>SLOTS AVAILABLE</b>	<b>62144</b>



## B) Slot Return Deadline (SRD)

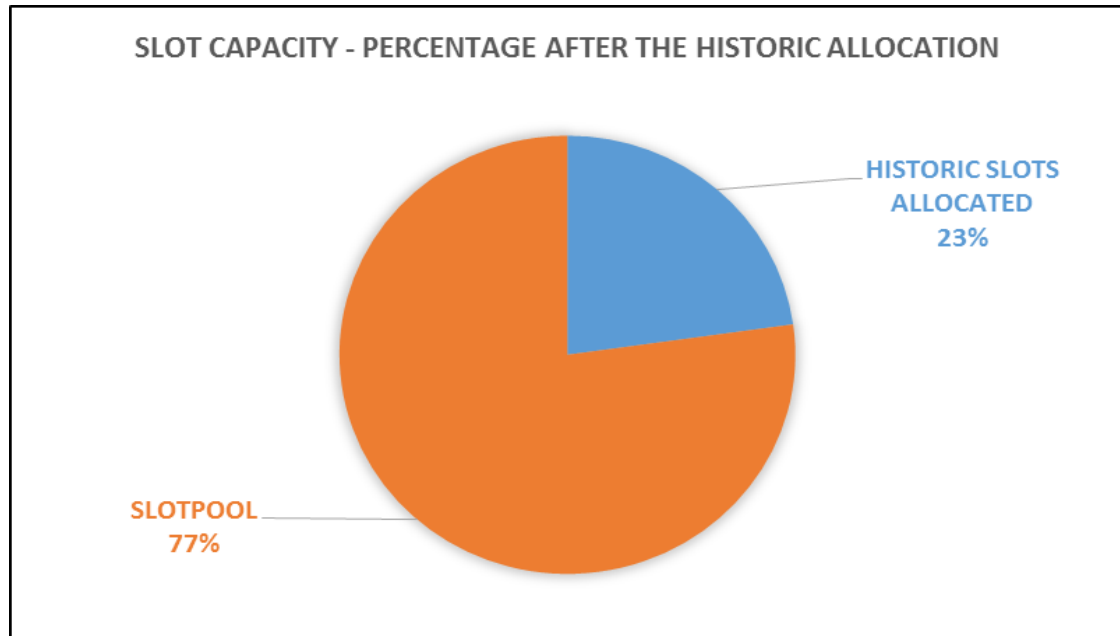
### a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		95341
HISTORICS	AS REQ	34812
	OFFER	3952
NEW ENTRANT	AS REQ	802
	OFFER	585
RETIMED	AS REQ	31517
	OFFER	3702
NEW	AS REQ	14794
	OFFER	5177

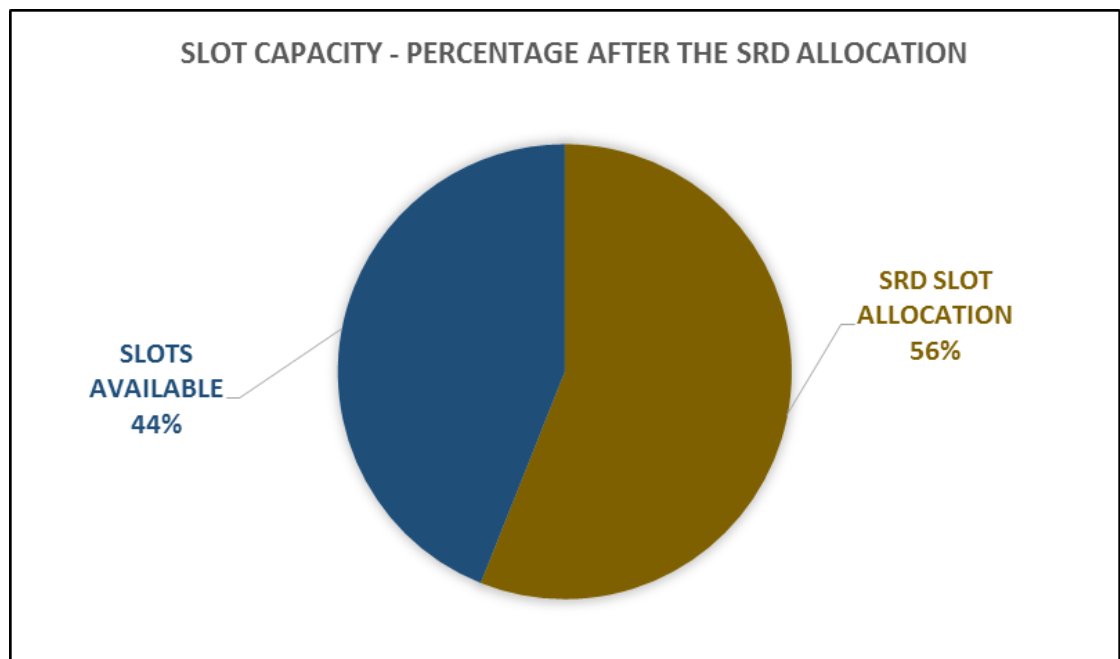


**b) Slot pool**

<b>SLOT CAPACITY S18</b>	<b>170128</b>
<b>HISTORIC SLOTS ALLOCATED</b>	<b>38764</b>
<b>SLOTPOOL</b>	<b>131364</b>

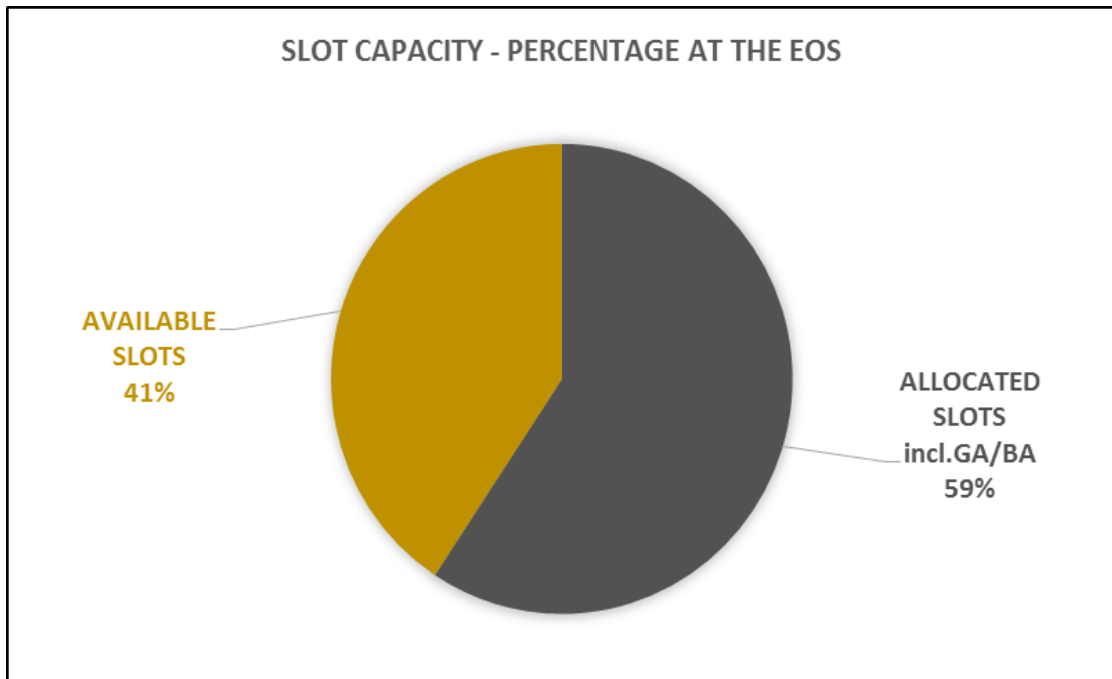


<b>SLOT CAPACITY S18</b>	<b>170128</b>
<b>SRD SLOT ALLOCATION</b>	<b>95341</b>
<b>SLOTS AVAILABLE</b>	<b>74787</b>



### C) End of Season (EoS)

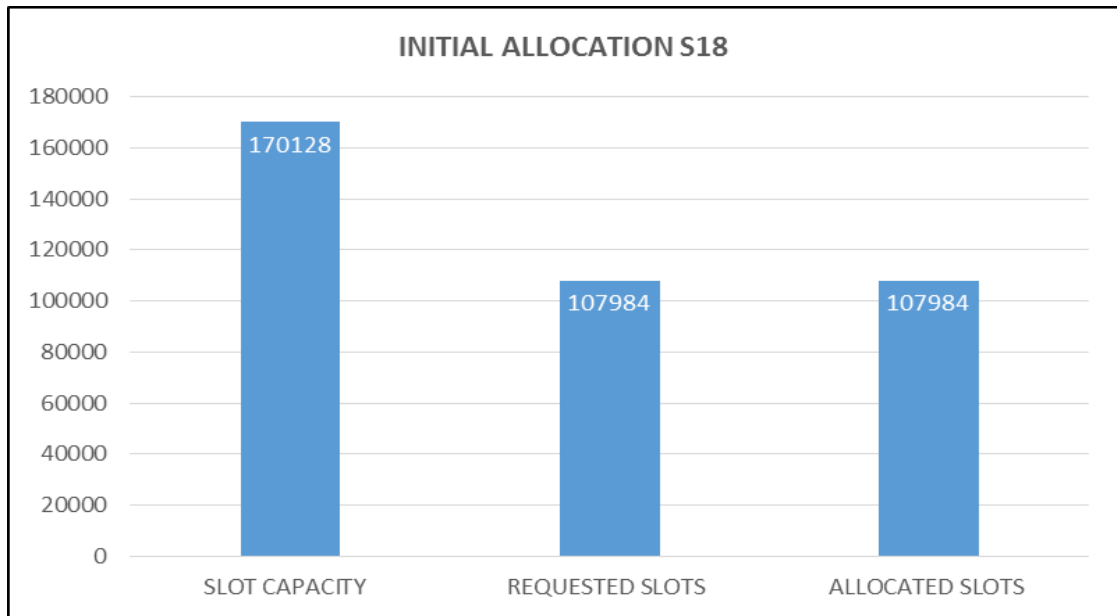
<b>SLOT CAPACITY S18</b>	<b>170128</b>
<b>ALLOCATED SLOTS incl.GA/BA</b>	<b>100840</b>
<b>AVAILABLE SLOTS</b>	<b>69288</b>



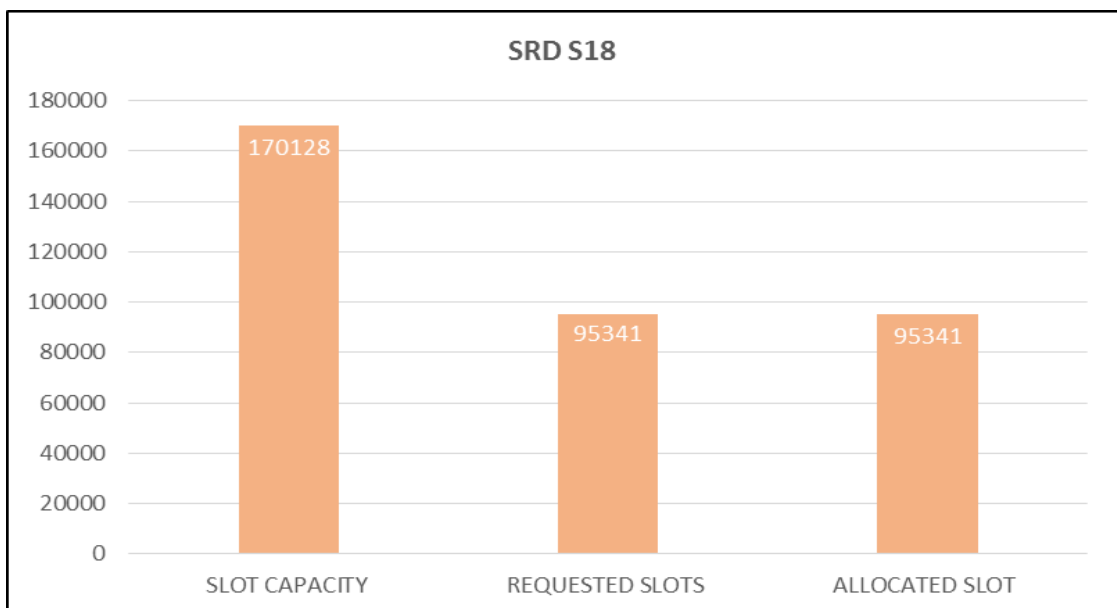
## D) Graphics/ Histograms

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

<b>INITIAL ALLOCATION</b>	<b>S18</b>
SLOT CAPACITY	170128
REQUESTED SLOTS	107984
ALLOCATED SLOTS	107984



<b>SRD</b>	<b>S18</b>
SLOT CAPACITY	170128
REQUESTED SLOTS	95341
ALLOCATED SLOT	95341

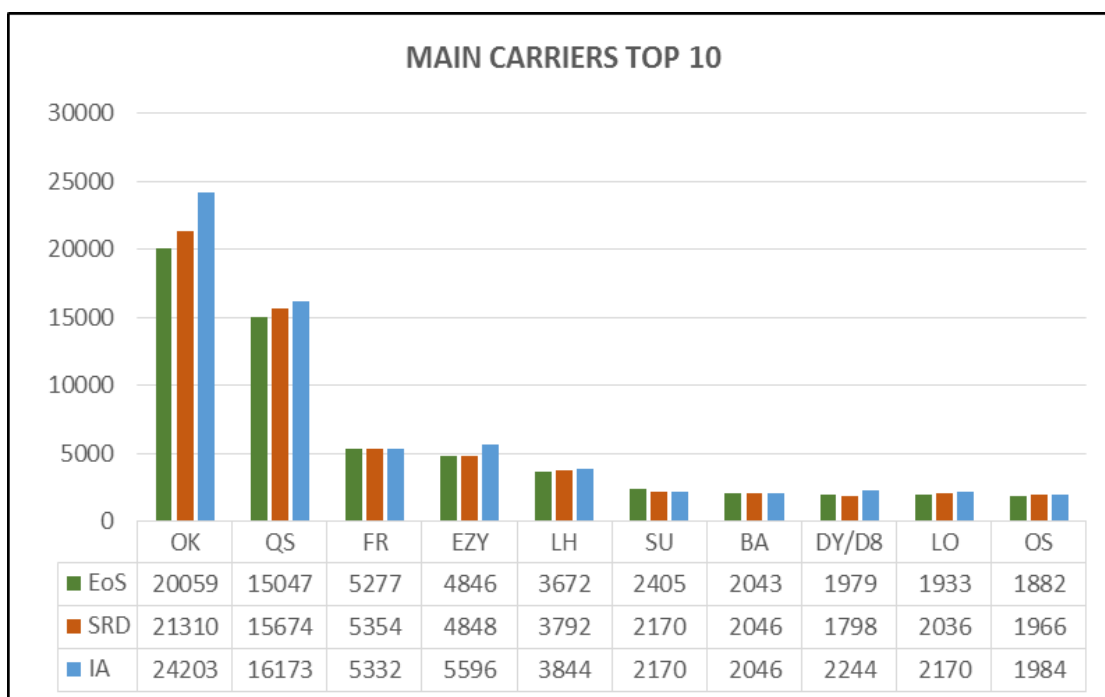




## Development of the main carriers

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

MAIN CARRIERS	EoS	SRD	IA
OK	20059	21310	24203
QS	15047	15674	16173
FR	5277	5354	5332
EZY	4846	4848	5596
LH	3672	3792	3844
SU	2405	2170	2170
BA	2043	2046	2046
DY/D8	1979	1798	2244
LO	1933	2036	2170
OS	1882	1966	1984



## 5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within S18 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.

*intentional breach of coordinated time during the period of night noise restriction 2000 to 0400UTC :*

June – 44

July – 53

August – 33

September – 15

*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 – 26

August – 66

September - 20

- b) Late handback - no records for S18 season.
- c) Sanctions - no records for S18 season.
- d) Exemptions 14.1 - no records for S18 season.

## 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 S18 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 S18. 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](mailto:slot.coord@prg.aero)

WEB [www.slot-czech.cz](http://www.slot-czech.cz)