

# **The Coordinator's Activity Report**

**Season: S15**

**Period : 29<sup>th</sup> March 2015 – 24<sup>th</sup> October 2015**

**Performed by:**

**Slot Coordination Czech Republic**

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## 1. Introduction

This report contains the general total data for S15 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. 6.10.3.32**

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 – S15

#### 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 04:00 to 19:55 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 20:00 to 03:55 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	
from	until	arr	dep	arr	dep	total	total	
0400	1955	3	3	33	33	46		
2000	2055							27
2100	2155							
2200	2255							7
2300	2355							
0000	0255							2
0300	0355							12

**RWY closure (maintenance, repair and reconstruction)**

No RWY closure during S15.

**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 GATES
- T2: 27 GATES
- T3: 1 GATE

**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			<b>59</b>
Terminal 1  non-Schengen	gate		<b>21</b>
	PAX flow	arr	<b>2100</b>
		dep	<b>2100</b>
		total	<b>4200</b>
Terminal 2  Schengen	gate		<b>27</b>
	PAX flow	arr	<b>3500</b>
		dep	<b>2100</b>
		total	<b>5600</b>
Terminal 3  GA, BA	Parking stands		<b>21</b>
	gate		<b>1</b>
	PAX flow	arr	<b>120</b>
		dep	<b>60</b>
total		<b>180</b>	

**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
- 35 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

## B) Forthcoming season W15

### a) Runway

**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							<b>8</b>
0400	0455	<b>3</b>	<b>3</b>			<b>8</b>		
0500	2055			<b>33</b>	<b>33</b>	<b>46</b>		
2100	2255						<b>28</b>	
2300	2355					<b>4</b>		

### b) Terminal

constraints/period			60 min.
Parking stands			<b>58</b>
Terminal 1 <b>non-schengen</b>	gate		<b>21</b>
	PAX flow	arr	<b>2100</b>
		dep	<b>2100</b>
		total	<b>4200</b>
Terminal 2 <b>schengen</b>	gate		<b>27</b>
	PAX flow	arr	<b>3500</b>
		dep	<b>2100</b>
		total	<b>5600</b>
Terminal 3 <b>GA, BA</b>	gate		<b>1</b>
	PAX flow	arr	<b>120</b>
		dep	<b>60</b>
		total	<b>180</b>

## c) Others

### Aircraft stands

**Apron North + East** - 58 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 stands for aircraft with wing span up to 52m
- 1 stand for aircrafts with wing span up to 42m
- 35 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, 380, 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/Václav 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.

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/Václav 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/Václav 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/Václav 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**

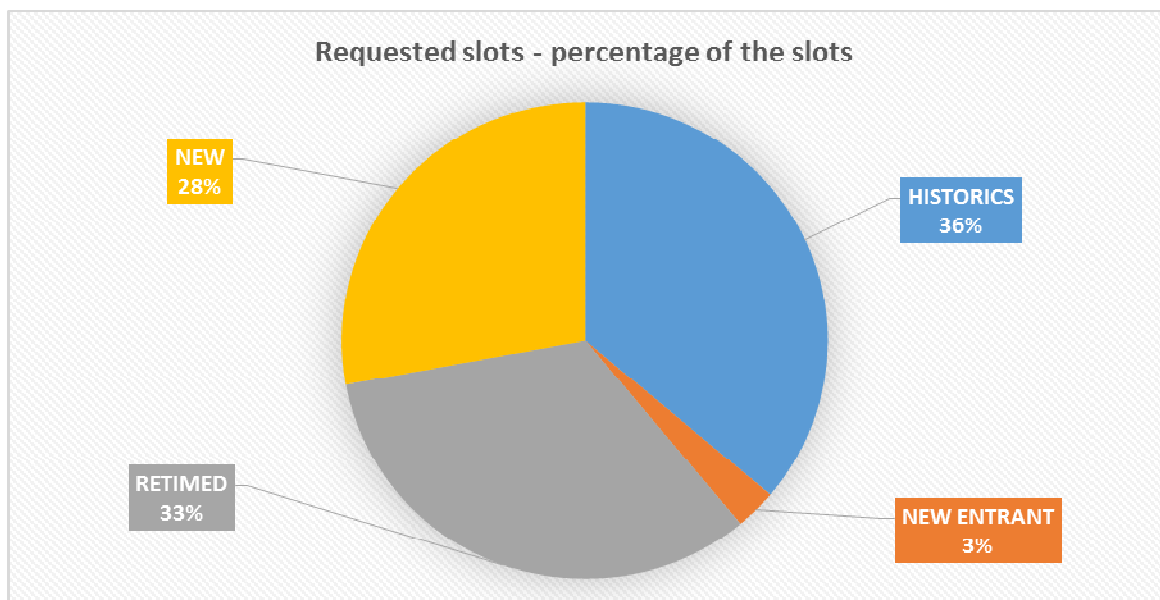
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

## 4. Coordination process

### A) Initial allocation (IA)

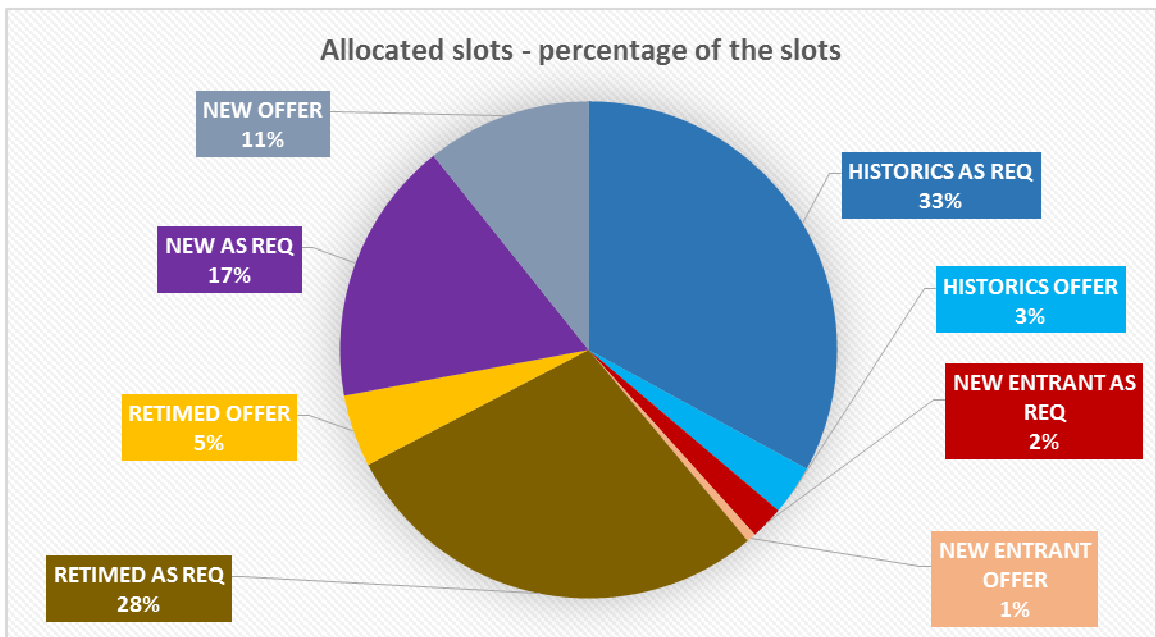
#### a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	85595
HISTORICS	30968
NEW ENTRANT	2369
RETIMED	28332
NEW	23926



**d) Allocated slots**

<b>ALLOCATED SLOTS</b>		
<b>TOTAL SLOTS</b>		<b>85595</b>
<b>HISTORICS</b>	AS REQ	28205
	OFFER	2763
<b>NEW ENTRANT</b>	AS REQ	1855
	OFFER	514
<b>RETIMED</b>	AS REQ	24307
	OFFER	4025
<b>NEW</b>	AS REQ	14749
	OFFER	9177



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**

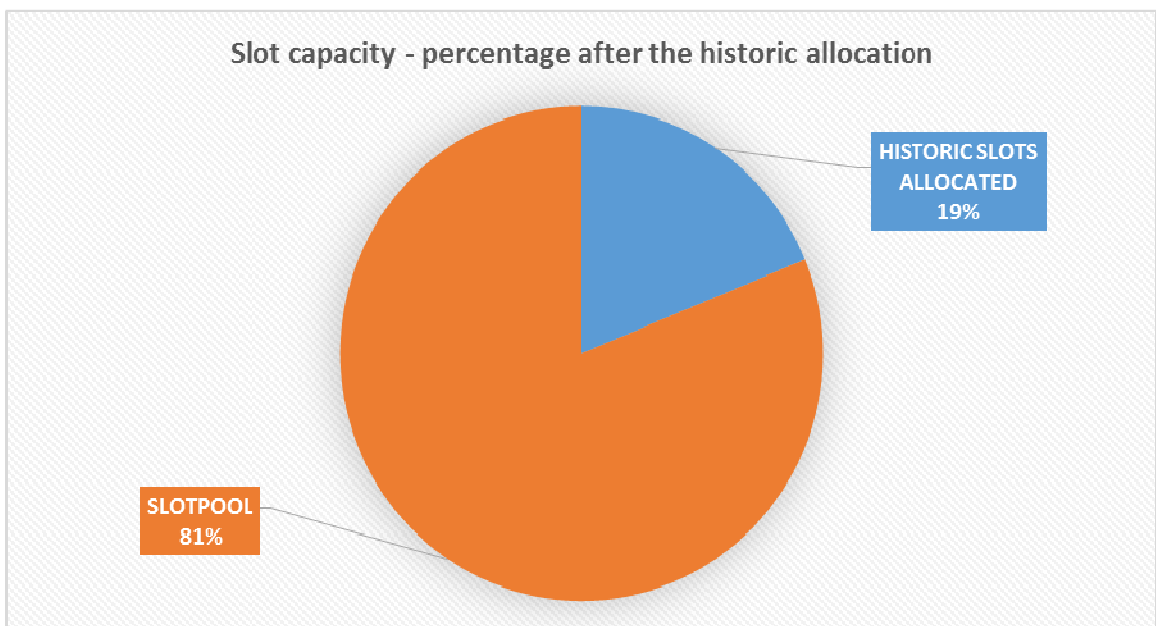
No outstanding requests for S15.

**f) Slot pool**

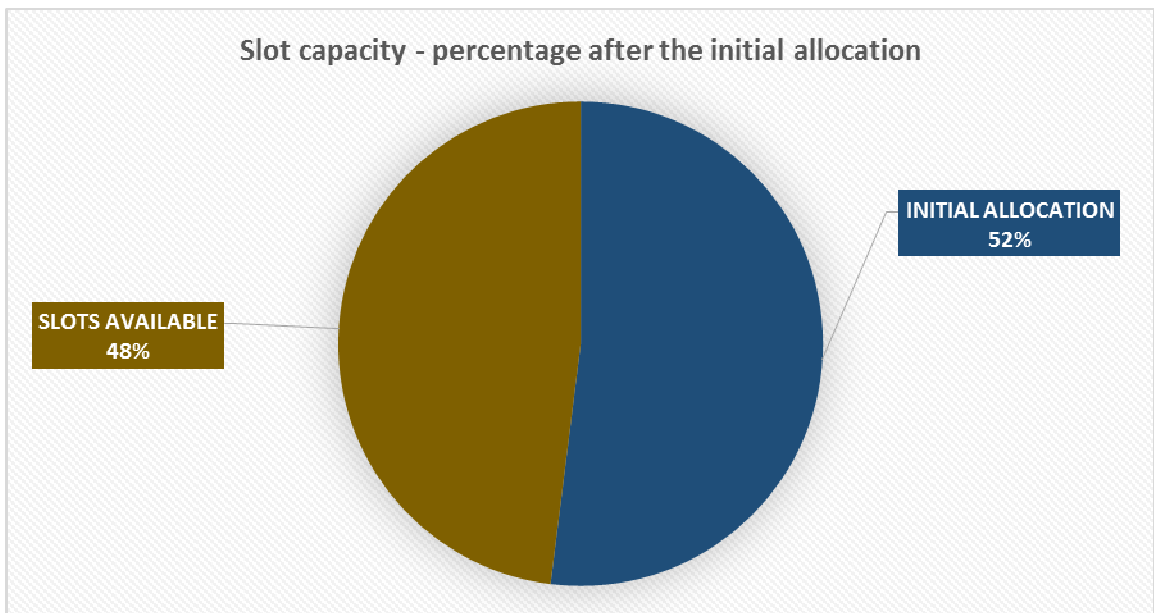
The slot capacity for S15 was calculated for total of 164640 slots available.

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 S15</b>	<b>164640</b>
<b>HISTORIC SLOTS ALLOCATED</b>	<b>30968</b>
<b>SLOTPOOL</b>	<b>133672</b>



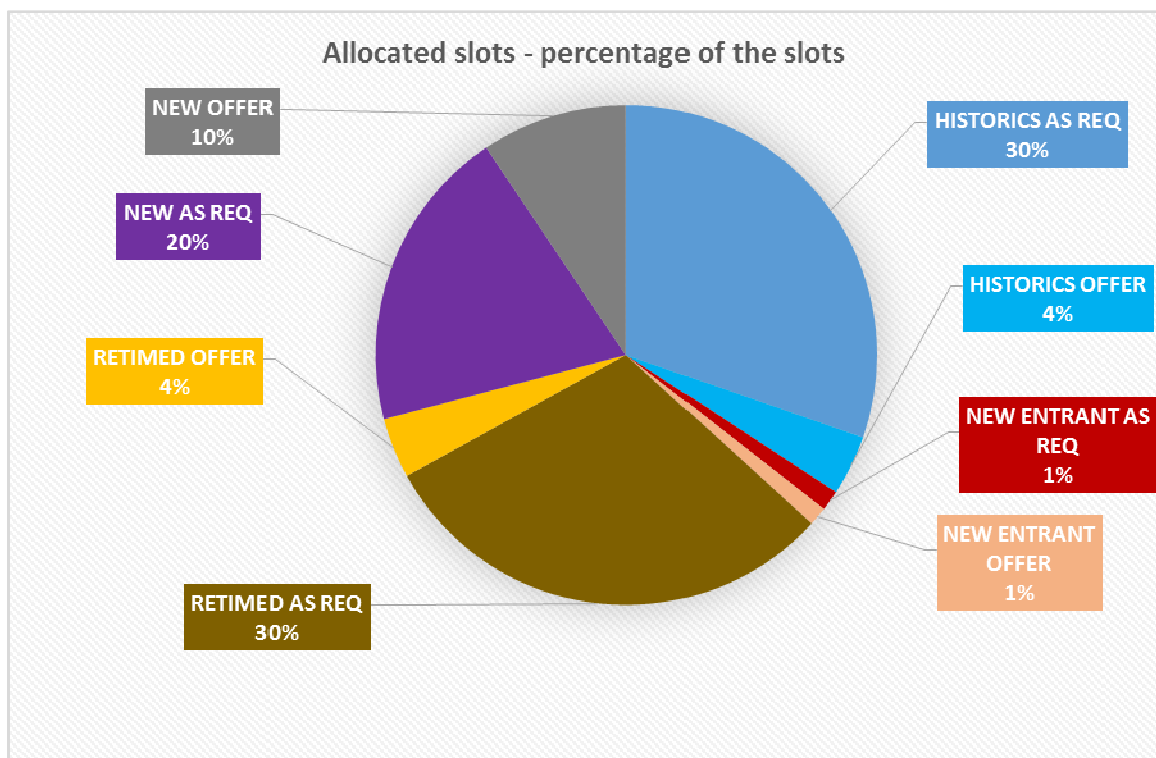
<b>SLOT CAPACITY S15</b>	<b>164640</b>
<b>INITIAL ALLOCATION</b>	<b>85595</b>
<b>SLOTS AVAILABLE</b>	<b>79045</b>



## B) Slot Return Deadline (SRD)

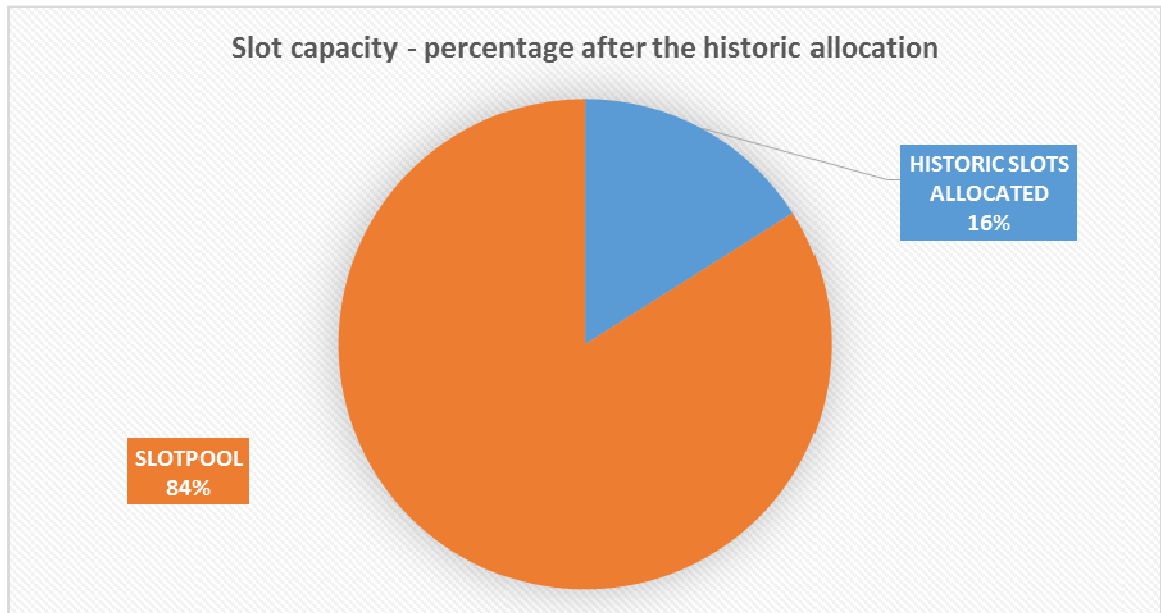
### a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		77036
HISTORICS	AS REQ	23379
	OFFER	3005
NEW ENTRANT	AS REQ	1015
	OFFER	933
RETIMED	AS REQ	23255
	OFFER	3011
NEW	AS REQ	15183
	OFFER	7255

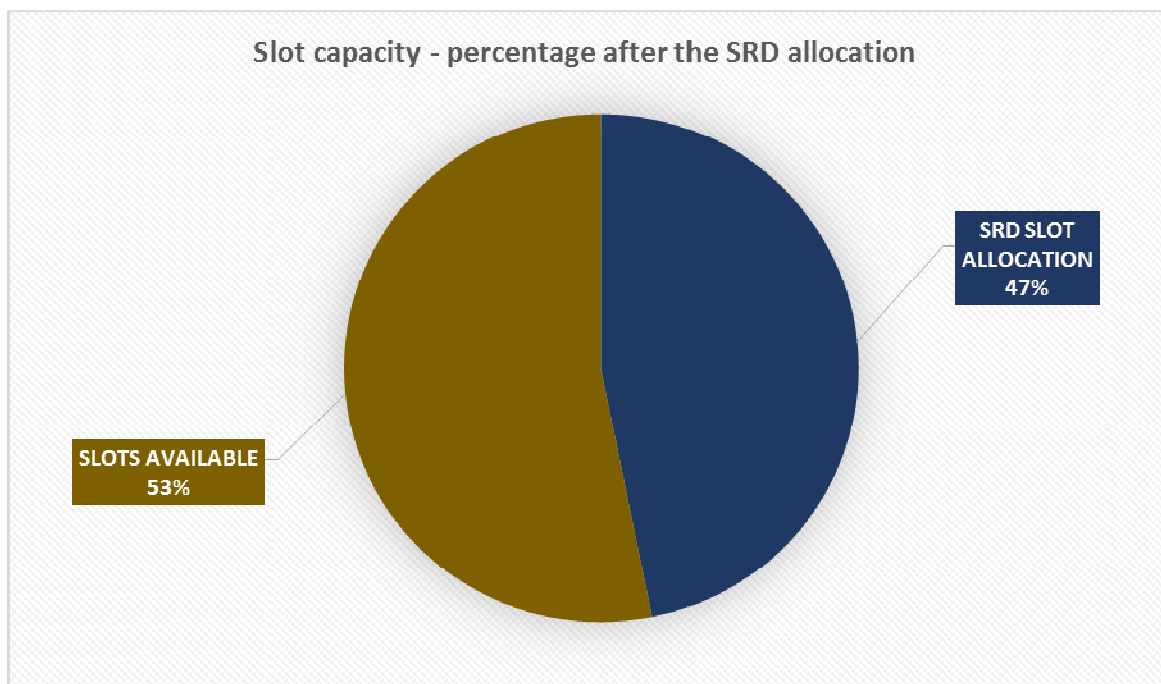


**b) Slot pool**

<b>SLOT CAPACITY S15</b>	<b>164640</b>
<b>HISTORIC SLOTS ALLOCATED</b>	<b>26384</b>
<b>SLOTPOOL</b>	<b>138256</b>

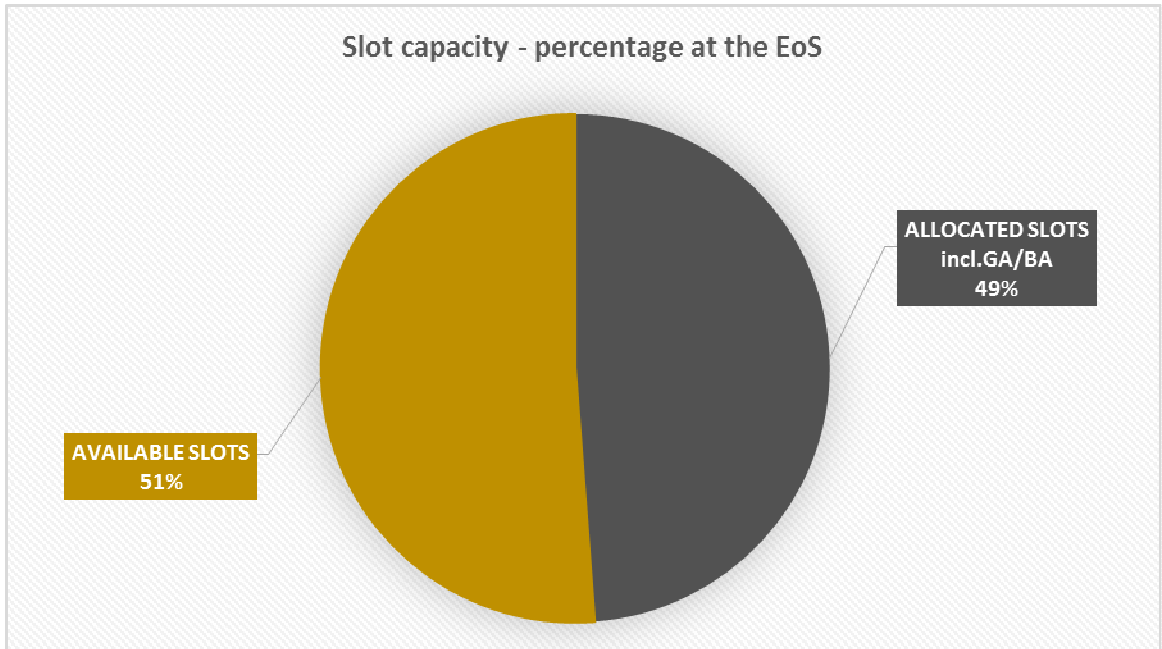


<b>SLOT CAPACITY S15</b>	<b>164640</b>
<b>SRD SLOT ALLOCATION</b>	<b>77036</b>
<b>SLOTS AVAILABLE</b>	<b>87604</b>



### C) End of Season (EoS)

<b>SLOT CAPACITY S15</b>	<b>164640</b>
<b>ALLOCATED SLOTS incl.GA/BA</b>	<b>80329</b>
<b>AVAILABLE SLOTS</b>	<b>84311</b>

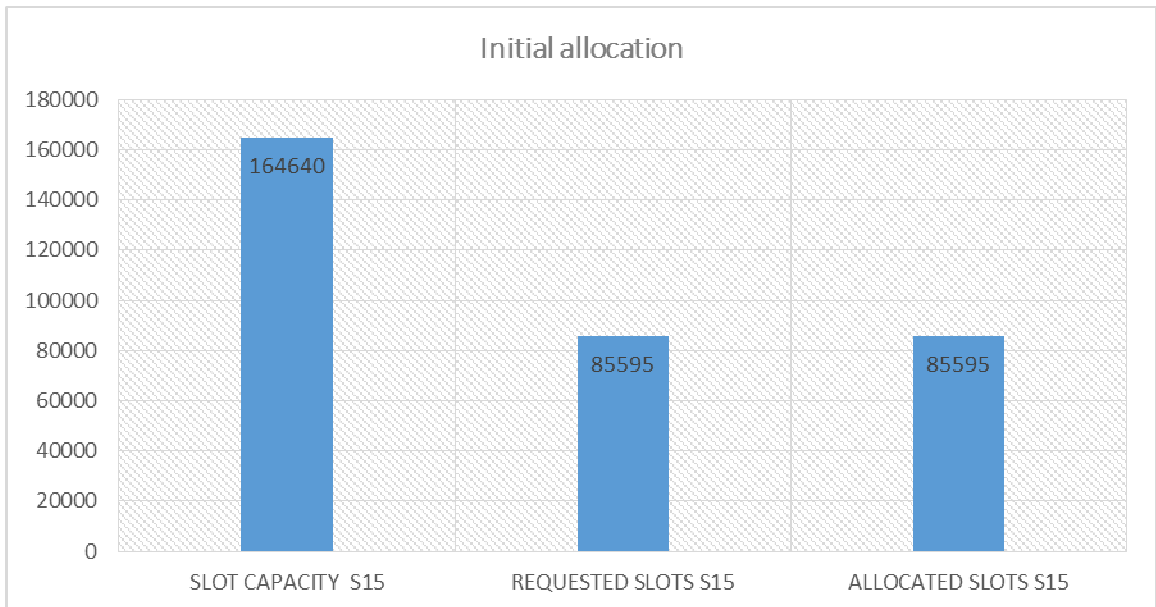




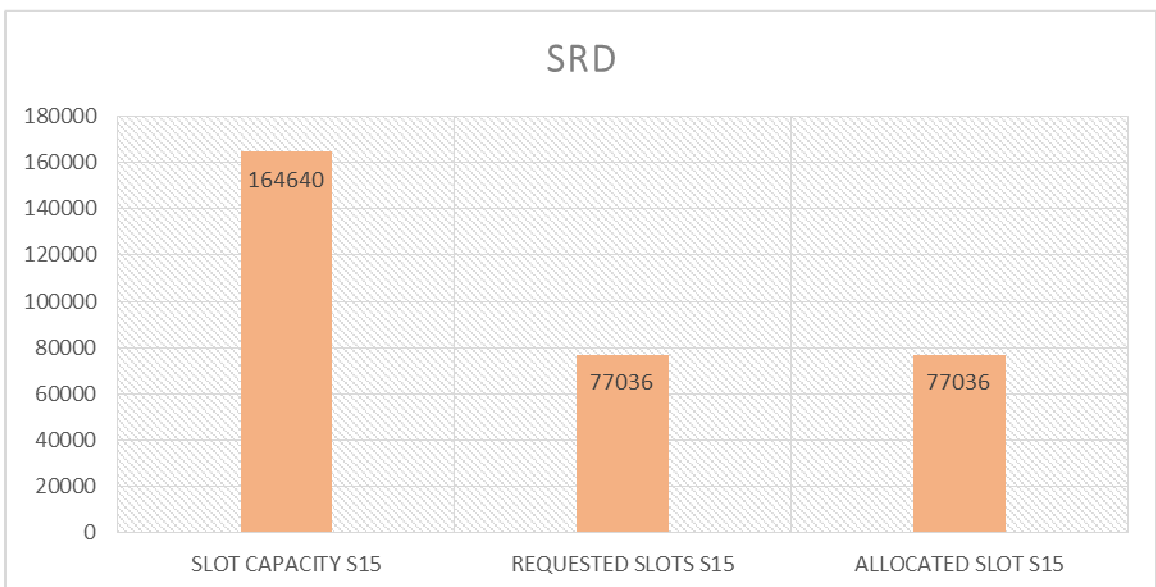
## D) Graphics/ Histograms

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

INITIAL ALLOCATION	S15
SLOT CAPACITY	164640
REQUESTED SLOTS	85595
ALLOCATED SLOTS	85595

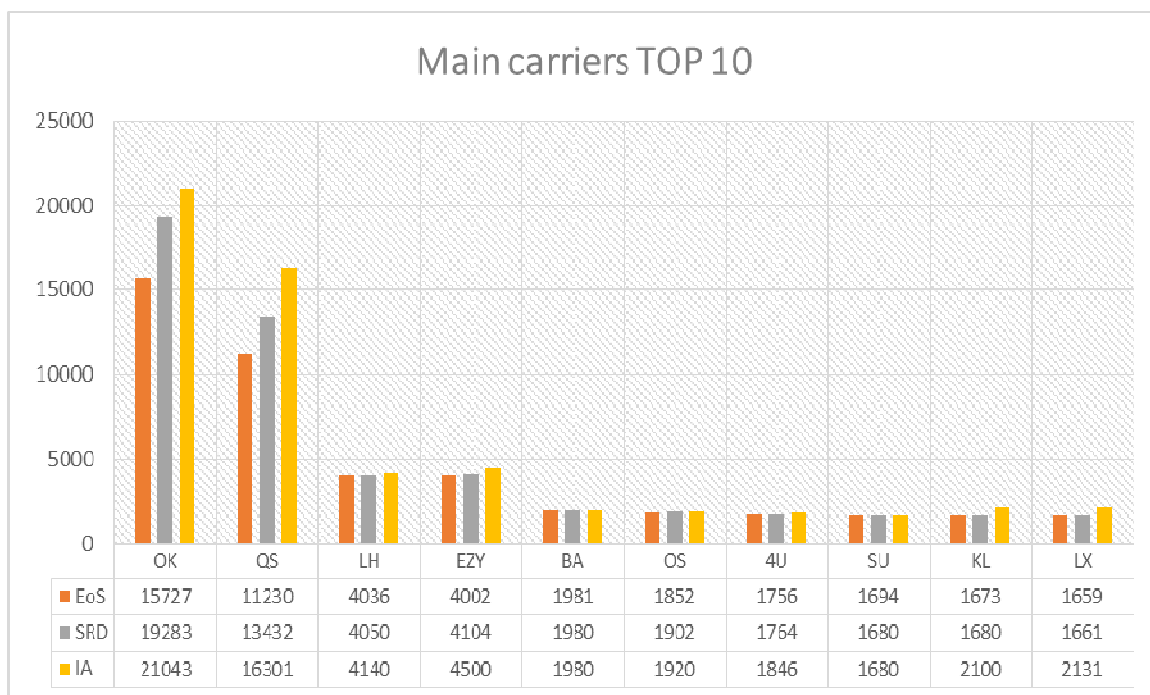


SRD	S15
SLOT CAPACITY	164640
REQUESTED SLOTS	77036
ALLOCATED SLOT	77036



**Development of the main carriers**  
 (Top 10 carriers as per the slot utilization at the EoS)

MAIN CARRIERS	EoS	SRD	IA
OK	15727	19283	21043
QS	11230	13432	16301
LH	4036	4050	4140
EZY	4002	4104	4500
BA	1981	1980	1980
OS	1852	1902	1920
4U	1756	1764	1846
SU	1694	1680	1680
KL	1673	1680	2100
LX	1659	1661	2131



## 5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within S15 season.

## 6. Monitoring report

- a) Slot misuse - no records for S15 season.
- b) Late handback - no records for S15 season.
- c) Sanctions - no records for S15 season.
- d) Exemptions 14.1 - no records for S15 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 S15 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 S15. 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)