

# **The Coordinator's Activity Report**

**Season: S12**

**Period : 25th March 2012 - 27th October 2012**

**Performed by:**

**Slot Coordination Czech Republic**

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## 1. Introduction

This report contains the general total data for S12 season. Time UTC.

This report refers to Prague Ruzyne / Václav Havel Airport Prague.

It is Level 3 airport, IATA/ICAO: PRG/LKPR

The coordination software used: **Score, ver. 5.10.10.4.**

Since November 2011 the online coordination has been performed.

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 – S12

#### 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 ([renamed during S12, originally RWY 13/31](#)) 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/period		5min		30min	60min		
from	until	arr	dep	total	arr	dep	total
0000	0055			1			2
0100	0155			1			2
0200	0255			1			2
0300	0355			4			8
0400	1955	3	3		33	33	46
2000	2055			8			16
2100	2155			6			12
2200	2255			2			4
2300	2355			1			2

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

**RWY13/31**

Period 10APR – 02MAY: spring repair and maintenance of RWY13/31. Runway will be closed for traffic. The capacity is not limited, because RWY 06/24 will be in operation.

Period 25SEP – 05OCT: autumn repair and maintenance of RWY13/31. Runway will be closed for traffic. The capacity is not limited, because RWY 06/24 will be in operation.

**RWY06/24**

Period 15MAY – 08AUG: general overhaul of first part of RWY06/24

Period 15MAY – 30MAY: RWY06/24 closed for traffic  
RWY13/31 in use without limitation

time/periods (UTC)		5 min.		30 min	60 min		
From	until	arr	total	total	arr	dep	total
0000	0055			0			0
0100	0155			0			0
0200	0255			0			0
0300	0355			4			8
0400	1955	3	3		33	33	46
2000	2055			9			18
2100	2155			7			14
2200	2255			0			0
2300	2355			0			0

Number of take-offs and landings of aircrafts listed in the Bonus list will be reduced to 40 movements during the night period.

Period 30MAY – 08AUG: RWY06/24 total length reduced to 2500m.  
RWY13/31 in use without limitation.

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. During period 2200UTC and 0300UTC is available only reduced length RWY (2500m) without precision approach.

## **b) Terminal**

Terminal operations are fully coordinated for the entire duration of the season in line with the limitations applied to flights to/from the Schengen treaties signatory states:

**Terminal T2 – flights to/from countries within the Schengen area**

**Terminal T1 – flights to/from countries outside of the Schengen area**

**Parking stands** - 50 aircraft stands divided as follows:

- 1 stand for aircraft with wing span to 80m
- 4 stands for aircraft with wing span from 52m to, but not exceeding 65m
- 7 stands for aircraft with wing span from 36 to, but not exceeding, 52m
- 25 stands for aircraft with wing span from 29 to, but not exceeding, 36m
- 13 stands for aircraft with wing span to, but not exceeding, 29 m

**GATES**

T1:	25 GATES
T2:	29 GATES
T3:	1 GATE

**Departing PAX**

T1:	1700 passengers (limiting factor - passport control stands)
T2:	2300 passengers (limiting factors – security control and check-in counters)
T3:	60 passengers (limiting factor - gates)

**Arriving PAX**

T1:	1700 passengers (limiting factor - passport control stands)
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			50
Terminal T1 Non-schengen	gate		25
	PAX flow	arr	1700
		dep	1700
		total	3400
Terminal T2 Schengen	gate		29
	PAX flow	arr	3500
		dep	2300
		total	5800
Terminal T3	gate		1
	PAX flow	arr	120
		dep	60
		total	180

**c) Others**

**Aircraft stands**

The overall capacity is 56 stands divided as follows:

- 1 stand for aircraft with wing span ranging from 65m to, but not exceeding 80m
- 5 stands for aircraft with wing span ranging from 52m to, but not exceeding 65m
- 8 stands for aircraft with wing span ranging from 36m to, but not exceeding, 52m
- 27 stands for aircraft with wing span ranging from 29m to, but not exceeding, 36m
- 15 stands for aircraft with wing span up to, but not exceeding, 29m

**B) Forthcoming season**

**a) Runway**

- no change compared to S12.

**b) Terminal**

- No changes.

**c) Others**

**Aircraft stands**

- no changes.

### 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, 332, 333, 342, 343, 345, 346, 733, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 752, 753, 75M, 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/Ruzyne 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

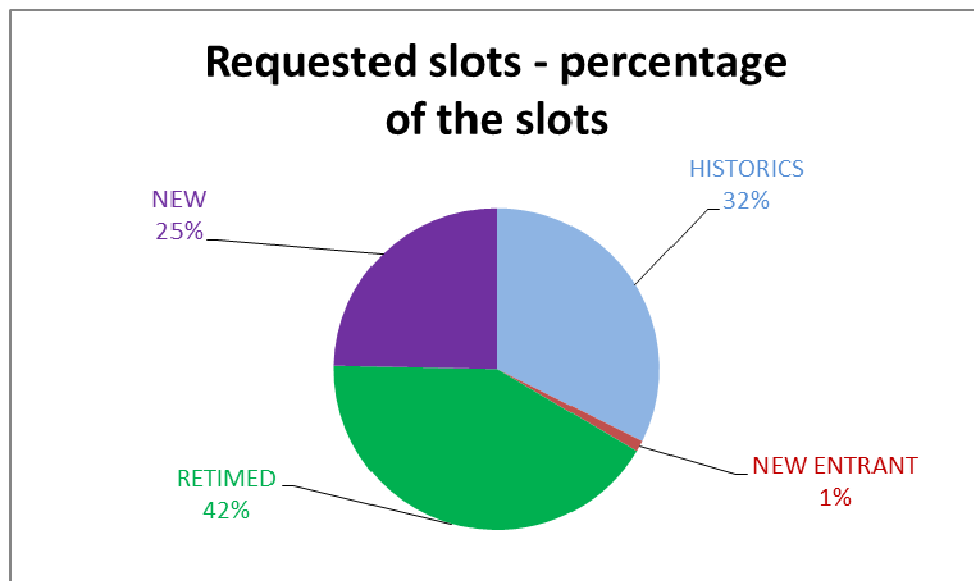
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

## 4. Coordination process

### A) Initial allocation (IA)

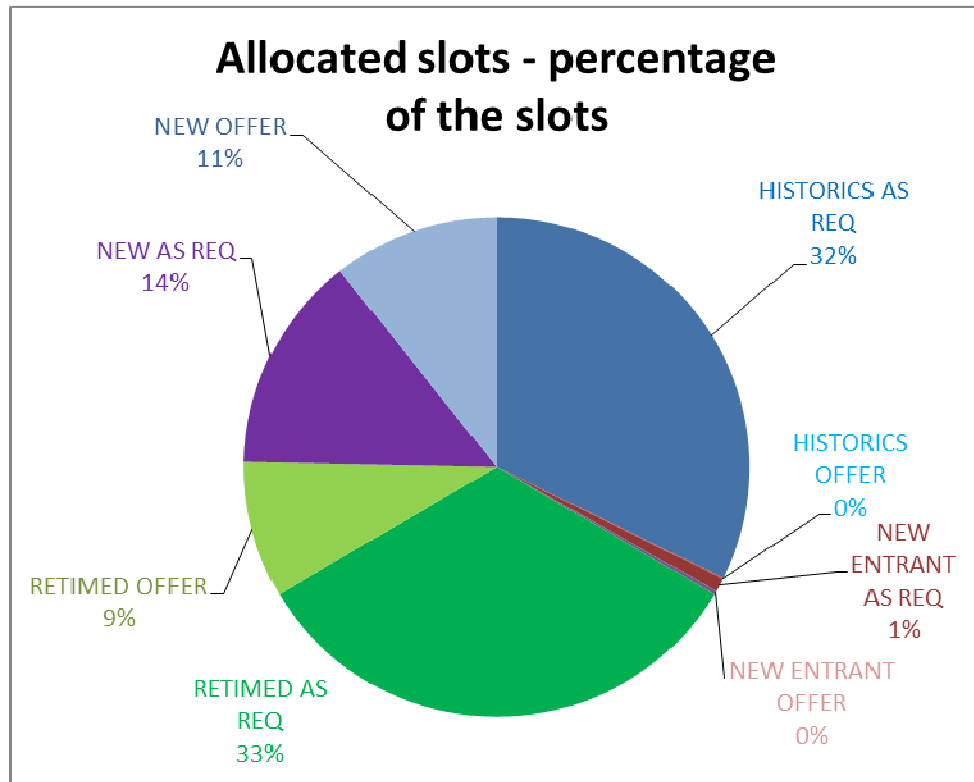
#### a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	106693
HISTORICS	34575
NEW ENTRANT	1190
RETIMED	44610
NEW	26318



**b) Allocated slots**

ALLOCATED SLOTS		
TOTAL SLOTS		106693
HISTORICS	AS REQ	34497
	OFFER	78
NEW ENTRANT	AS REQ	924
	OFFER	266
RETIMED	AS REQ	35186
	OFFER	9424
NEW	AS REQ	14976
	OFFER	11342



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**

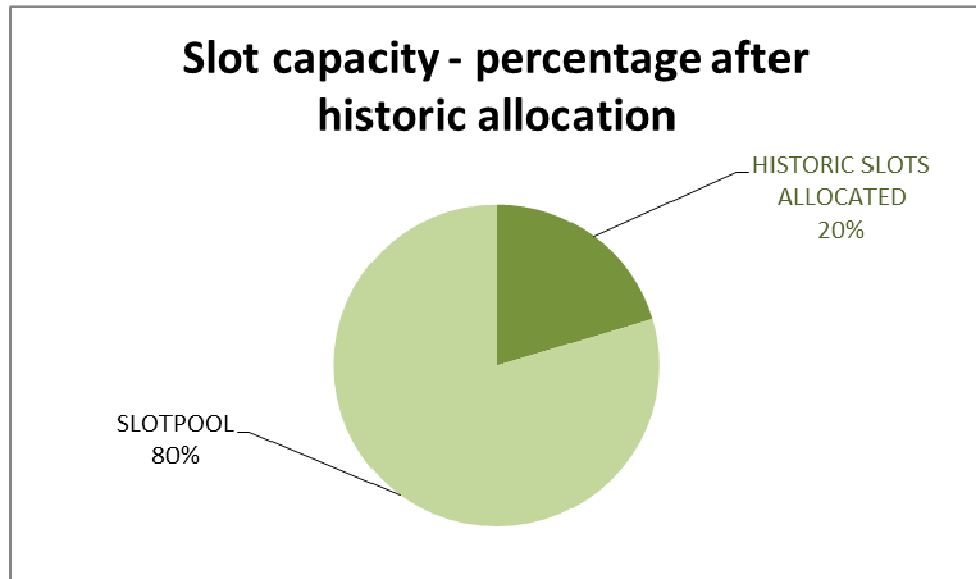
No outstanding requests for S12.

**d) Slot pool**

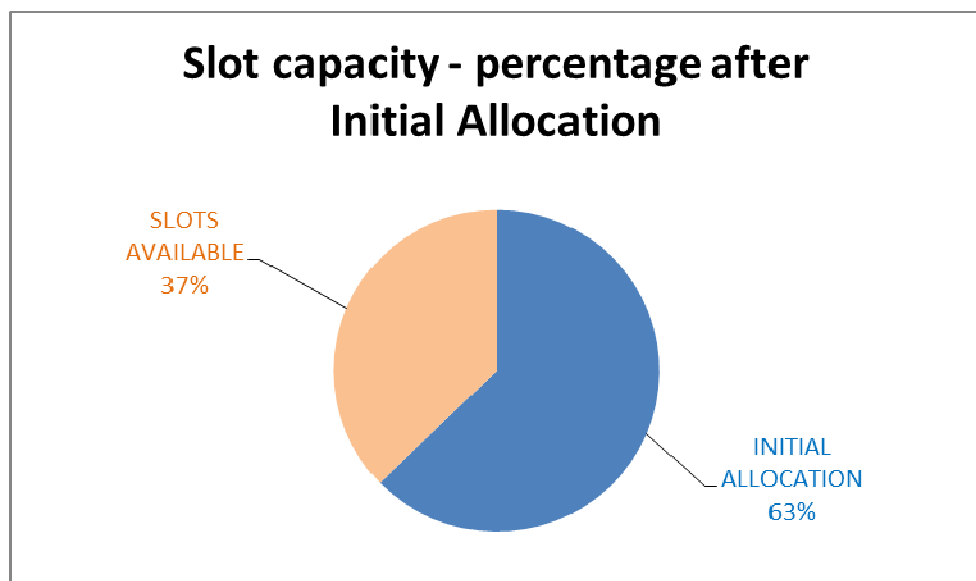
The slot capacity for S12 was calculated for total of 170008 slots available.

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 S12</b>	<b>170008</b>
<b>HISTORIC SLOTS ALLOCATED</b>	<b>34575</b>
<b>SLOTPOOL</b>	<b>135433</b>



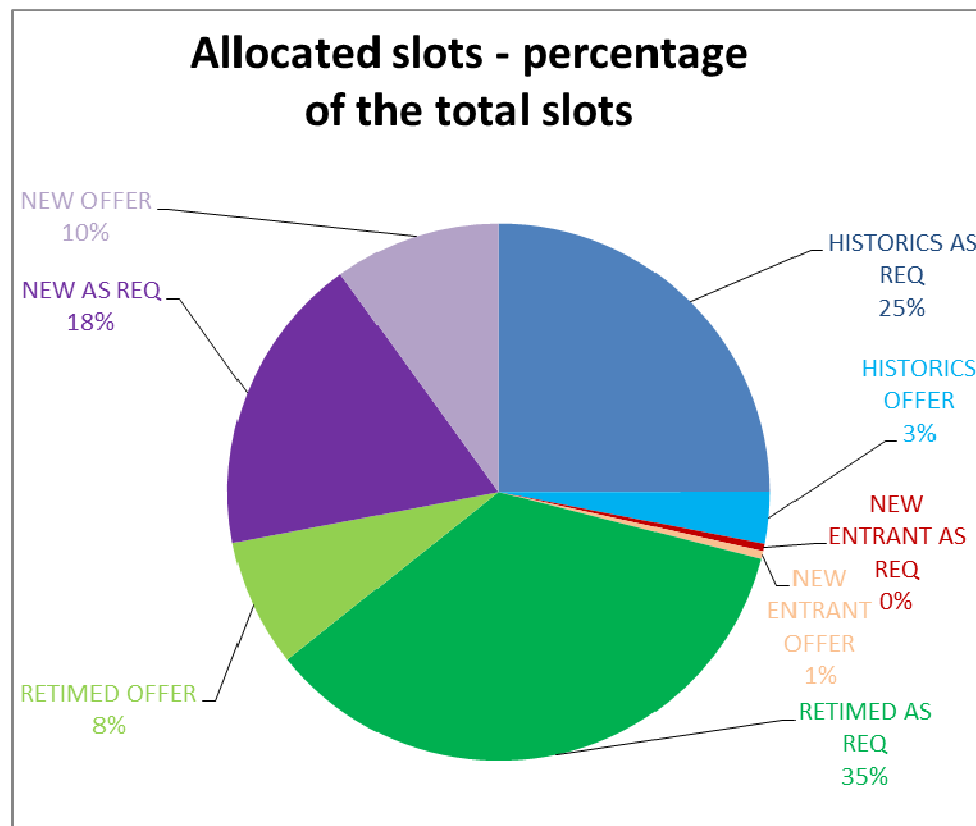
<b>SLOT CAPACITY S12</b>	<b>170008</b>
<b>INITIAL ALLOCATION</b>	<b>106693</b>
<b>SLOTS AVAILABLE</b>	<b>63315</b>



## B) Slot Return Deadline (SRD)

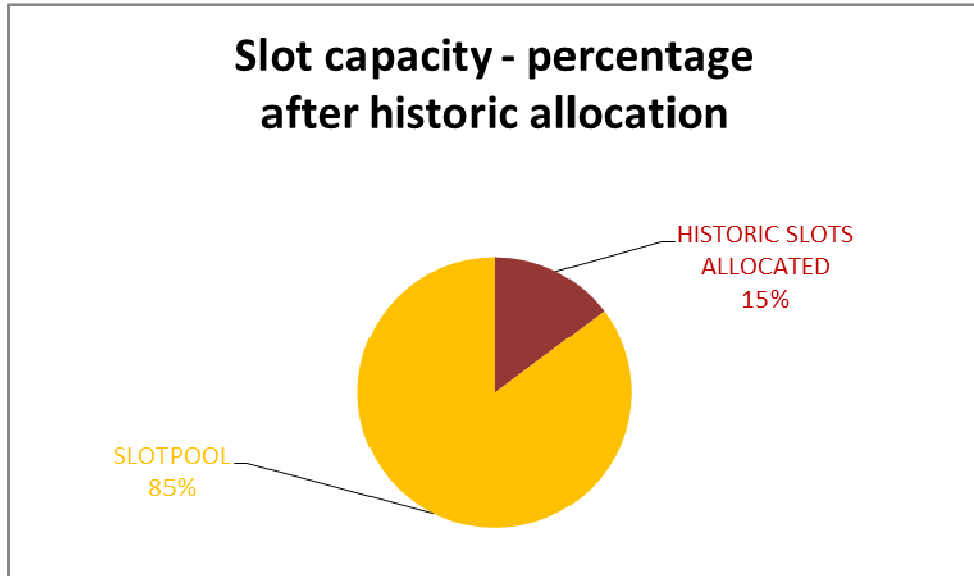
### a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		89315
HISTORICS	AS REQ	22300
	OFFER	2787
NEW ENTRANT	AS REQ	390
	OFFER	426
RETIMED	AS REQ	31508
	OFFER	6868
NEW	AS REQ	16164
	OFFER	8872

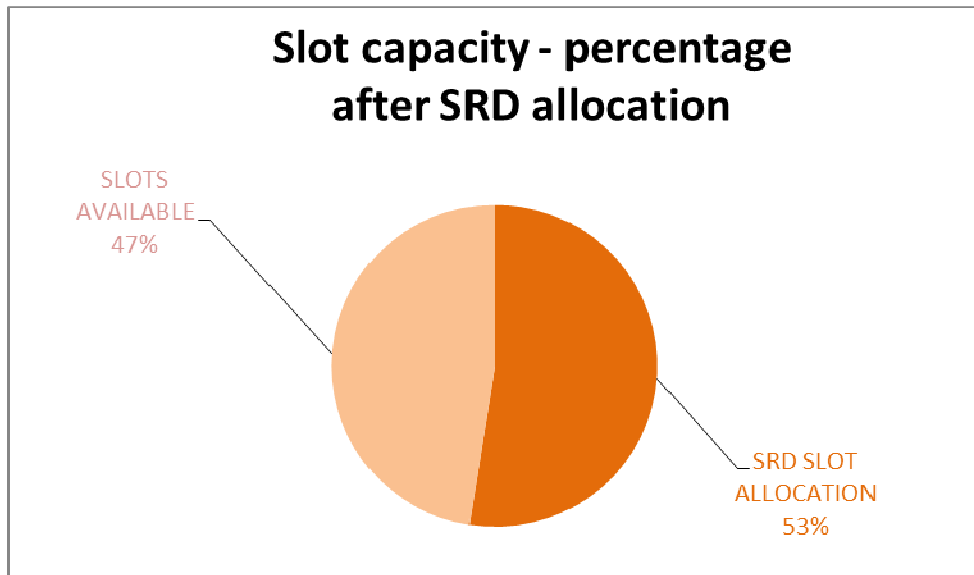


b) Slot pool

<b>SLOT CAPACITY S12</b>	<b>170008</b>
<b>HISTORIC SLOTS ALLOCATED</b>	<b>25087</b>
<b>SLOTPOOL</b>	<b>144921</b>

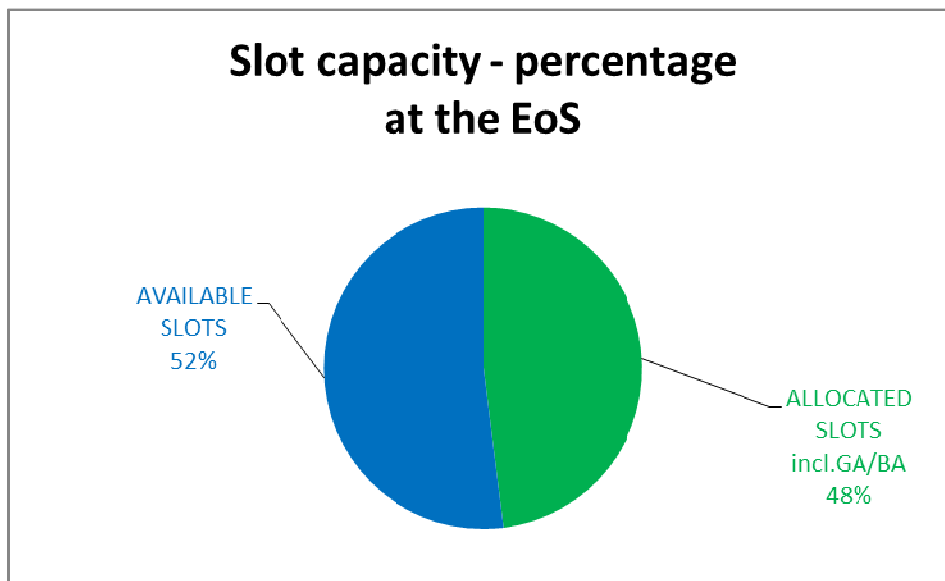


<b>SLOT CAPACITY S12</b>	<b>170008</b>
<b>SRD SLOT ALLOCATION</b>	<b>89315</b>
<b>SLOTS AVAILABLE</b>	<b>80693</b>



### C) End of Season (EoS)

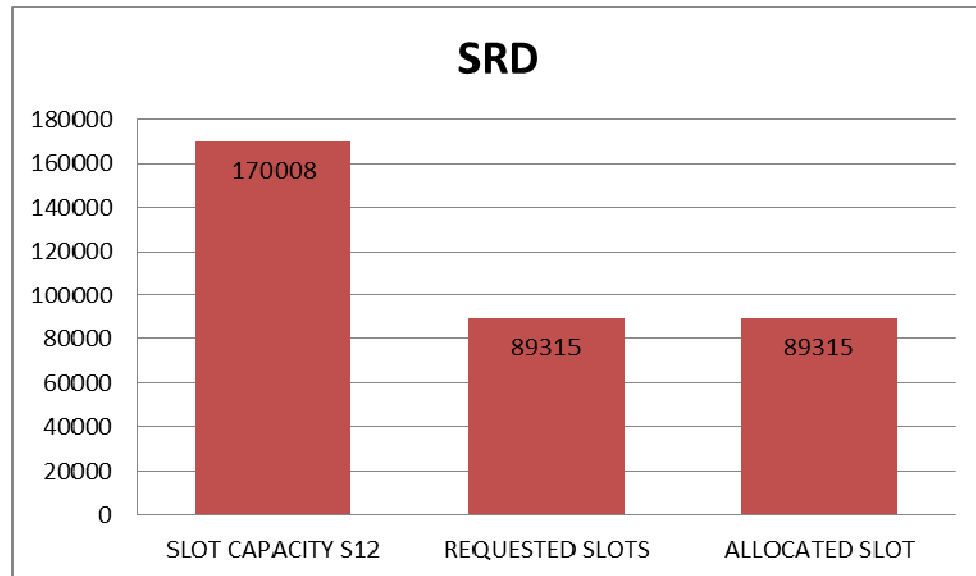
<b>SLOT CAPACITY S12</b>	<b>170008</b>
<b>ALLOCATED SLOTS incl.GA/BA</b>	<b>81636</b>
<b>AVAILABLE SLOTS</b>	<b>88372</b>



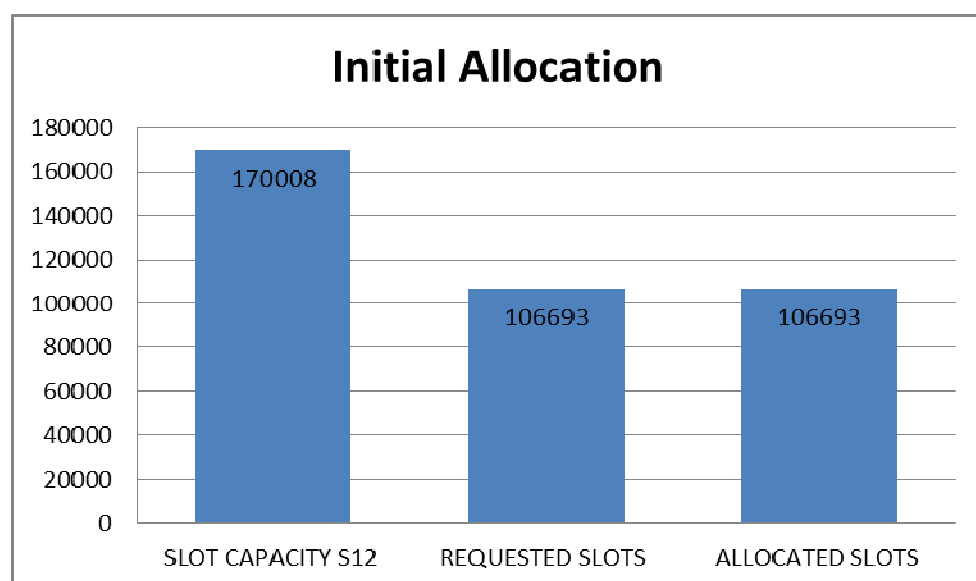
## D) Graphics/ Histograms

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

SRD	
SLOT CAPACITY S12	170008
REQUESTED SLOTS	89315
ALLOCATED SLOT	89315



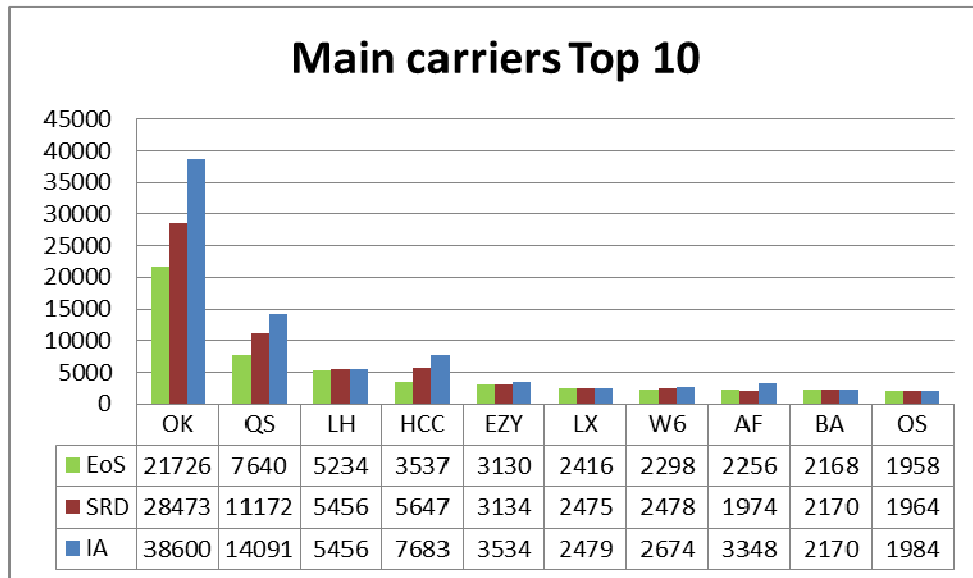
INITIAL ALLOCATION	
SLOT CAPACITY S12	170008
REQUESTED SLOTS	106693
ALLOCATED SLOTS	106693



## Development of the main carriers

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

MAIN CARRIERS	EoS	SRD	IA
OK	21726	28473	38600
QS	7640	11172	14091
LH	5234	5456	5456
HCC	3537	5647	7683
EZY	3130	3134	3534
LX	2416	2475	2479
W6	2298	2478	2674
AF	2256	1974	3348
BA	2168	2170	2170
OS	1958	1964	1984



## 5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within S12 season.

## 6. Monitoring report

- a) Slot misuse - no records for S12 season.
- b) Late handback - no records for S12 season.
- c) Sanctions - no records for S12 season.
- d) Exemptions 14.1 - no records for S12 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)
- Job Air ( [till June 2012](#) )
- Air Traffic Control
- Prague Airport
- Prague Airport Handling ( [till September 2012](#) )
- Menzies Aviation Group
- Czech Airlines
- Czech Airlines Handling
- Holidays Czech Airlines
- Travel Service
- ABS Jets
- Silver Air

Main topic for the meeting of the Coordination Committee was the airport capacity presentation for S12 season. Offered capacities were approved by all the members.

## 8. Conclusions

This report provides the requested information and statistics for Prague Ruzyne/Václav Havel Airport Prague (PRG/LKPR) for season S12. 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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