

The Coordinator's Activity Report

Season: W13

Period : 27th October 2013 - 29th March 2014

Performed by:

Slot Coordination Czech Republic

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1. Introduction

This report contains the general total data for W13 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.**

The online coordination 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 – W13

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.

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

According to AIP of the Czech republic - (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.		30 min	60 min			240min
from	until	Arr	total	total	arr	dep	total	total
0005	0055			1				8
0100	0155			1				
0200	0255			1				
0300	0355			1				
0400	0455			4			8	
0500	2055	3	3		33	33	46	
2100	2155			8			16	
2200	2255			6			12	
2300	2355			2			4	

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 – 51 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
- 6 stands for aircraft with wing span from 36 to, but not exceeding, 52m
- 30 stands for aircraft with wing span from 29 to, but not exceeding, 36m
- 10 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: 1900 passengers (limiting factors – security control and check-in counters)
- T3: 60 passengers (limiting factor - gates)

Arriving PAX

- T1: 1800 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			51
Terminal T1 Non-schengen	gate		25
	PAX flow	arr	1800
		dep	1700
		total	3500
Terminal T2 Schengen	gate		29
	PAX flow	arr	3500
		dep	1900
		total	5400
Terminal T3	gate		1
	PAX flow	arr	120
		dep	60
		total	180

b) 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 – S14

a) Runway

time/periods (UTC)		5 min.		60 min			120 min	240 min
from	until	arr	dep	arr	dep	total	total	total
0400	1955	3	3	33	33	46		
2000	2055						27	34
2100	2155							
2200	2255						7	
2300	2355							
0000	0055						2	14
0100	0155							
0200	0255						12	
0300	0355							

b) Terminal

constraints/period			60 min.
Parking stands			55
Terminal 1 non-Schengen	gate		23
	PAX flow	arr	1800
		dep	1700
		total	3500
Terminal 2 Schengen	gate		29
	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

- 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
- 6 stands for aircraft with wing span ranging from 36m to, but not exceeding, 52m
- 32 stands for aircraft with wing span ranging from 29m to, but not exceeding, 36m
- 11 stands for aircraft with wing span up to, but not exceeding, 29m

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 to 0500 UTC.*

2.21.1.2.1.1 *Aircrafts included in Bonus list, take-offs and landings from 2100 to 0500 UTC 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 to 0500 UTC 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, 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/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

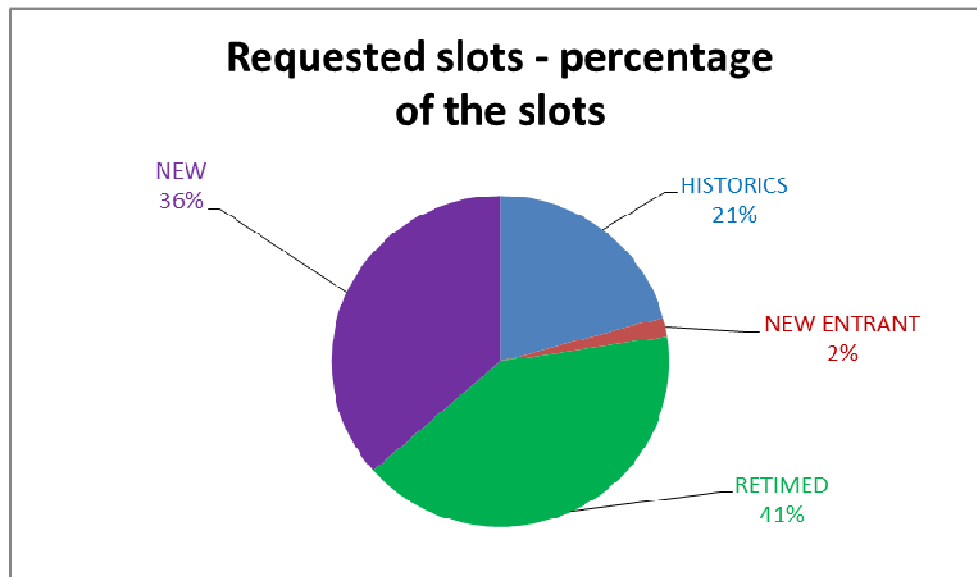
For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding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

4. Coordination process

A) Initial allocation (IA)

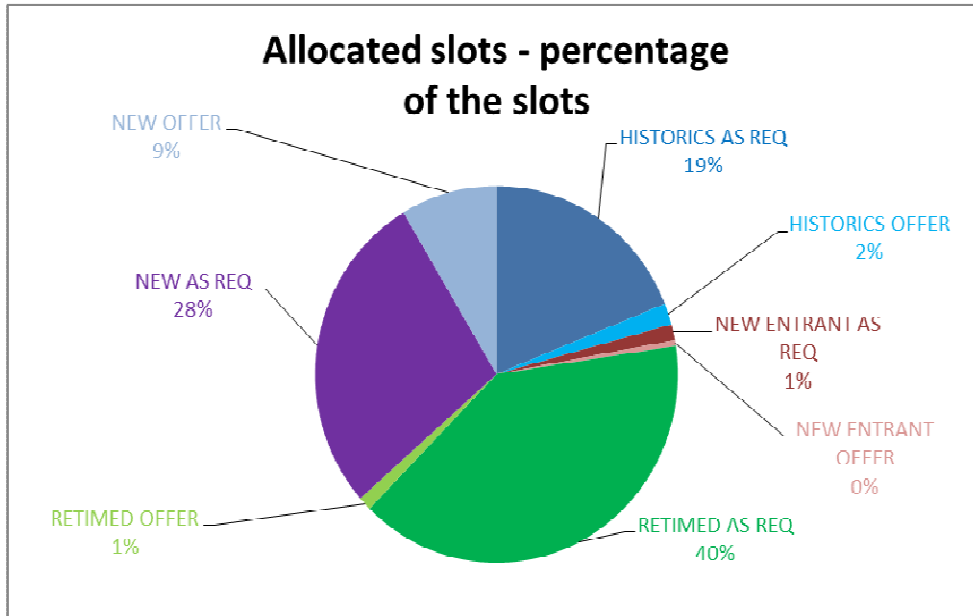
a) Requested slots

REQUESTED SLOTS	
TOTAL SLOTS	49085
HISTORICS	10181
NEW ENTRANT	914
RETIMED	20095
NEW	17895



b) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		49085
HISTORICS	AS REQ	9283
	OFFER	898
NEW ENTRANT	AS REQ	672
	OFFER	242
RETIMED	AS REQ	19518
	OFFER	577
NEW	AS REQ	13679
	OFFER	4216



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

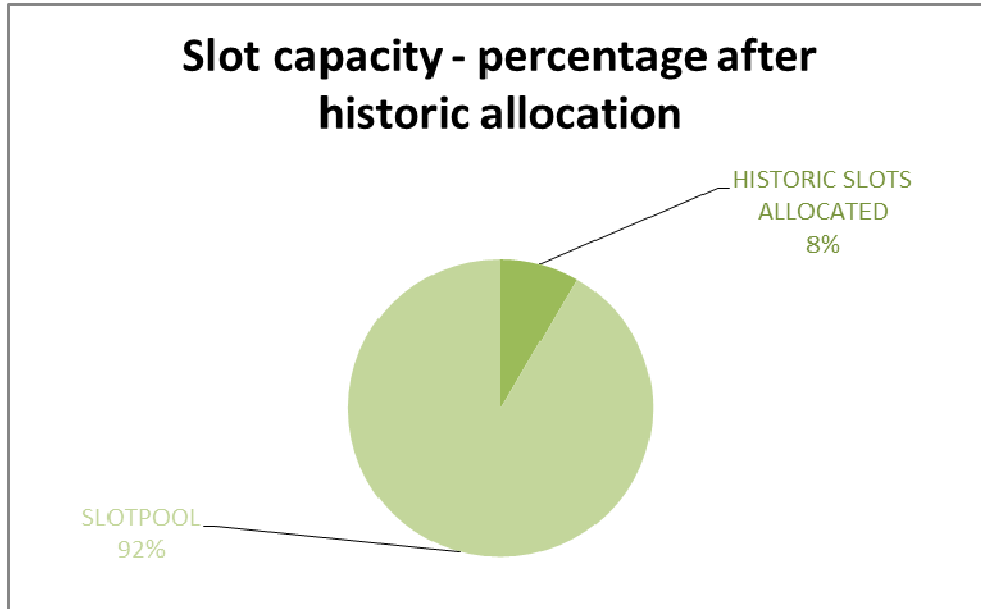
No outstanding requests for W13.

d) Slot pool

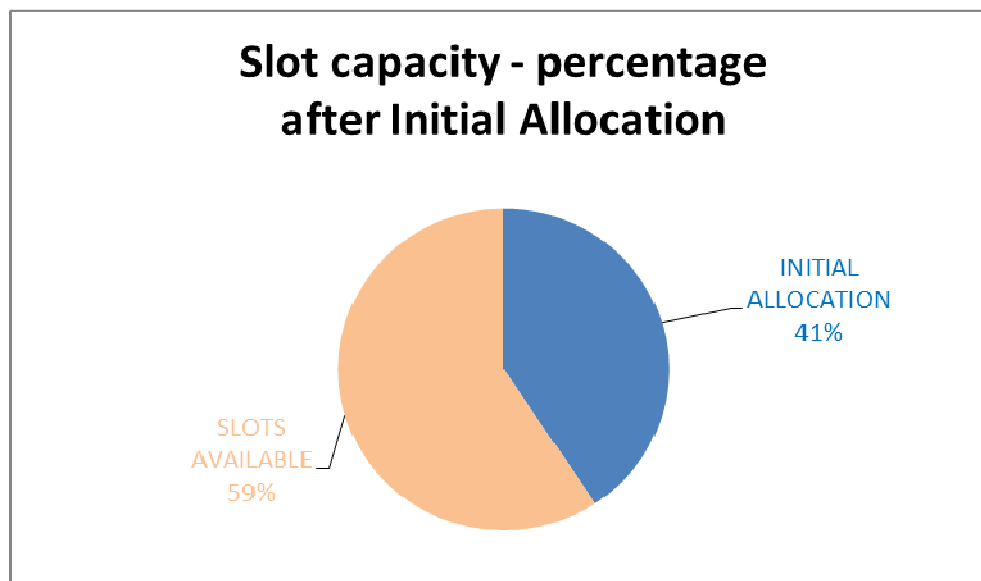
The slot capacity for W13 was calculated for total of **120736** slots available.

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 W13	120736
HISTORIC SLOTS ALLOCATED	10181
SLOTPOOL	110555



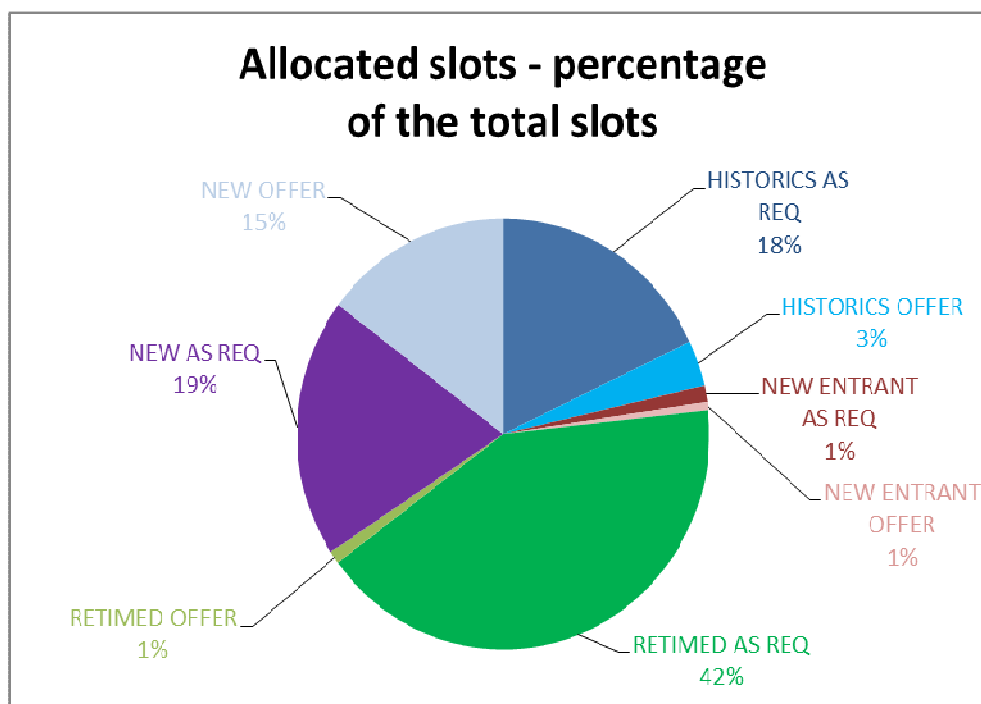
SLOT CAPACITY W13	120736
INITIAL ALLOCATION	49085
SLOTS AVAILABLE	71651



B) Slot Return Deadline (SRD)

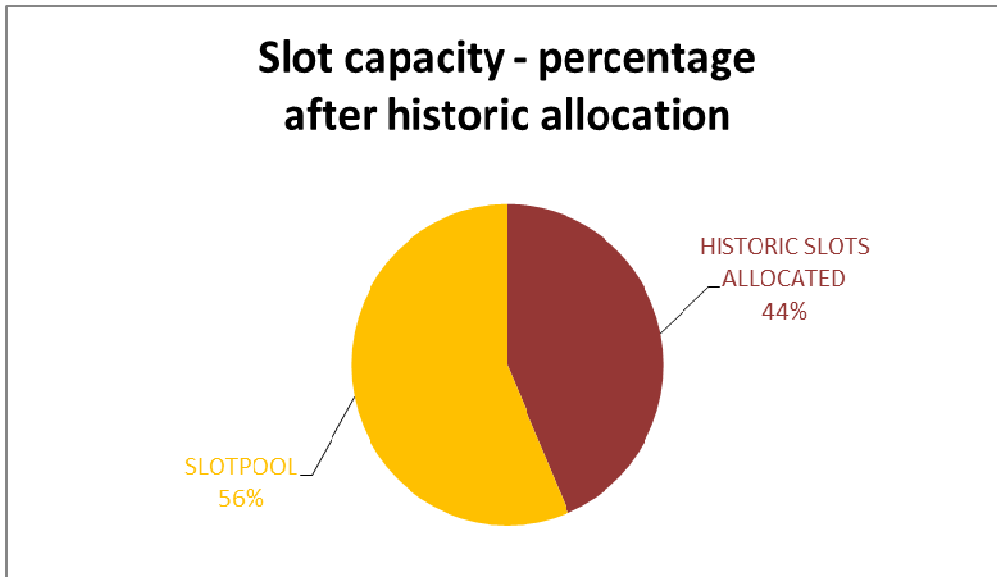
a) Allocated slots

ALLOCATED SLOTS		
TOTAL SLOTS		42286
HISTORICS	AS REQ	7598
	OFFER	1446
NEW ENTRANT	AS REQ	518
	OFFER	260
RETIMED	AS REQ	17592
	OFFER	403
NEW	AS REQ	8227
	OFFER	6242

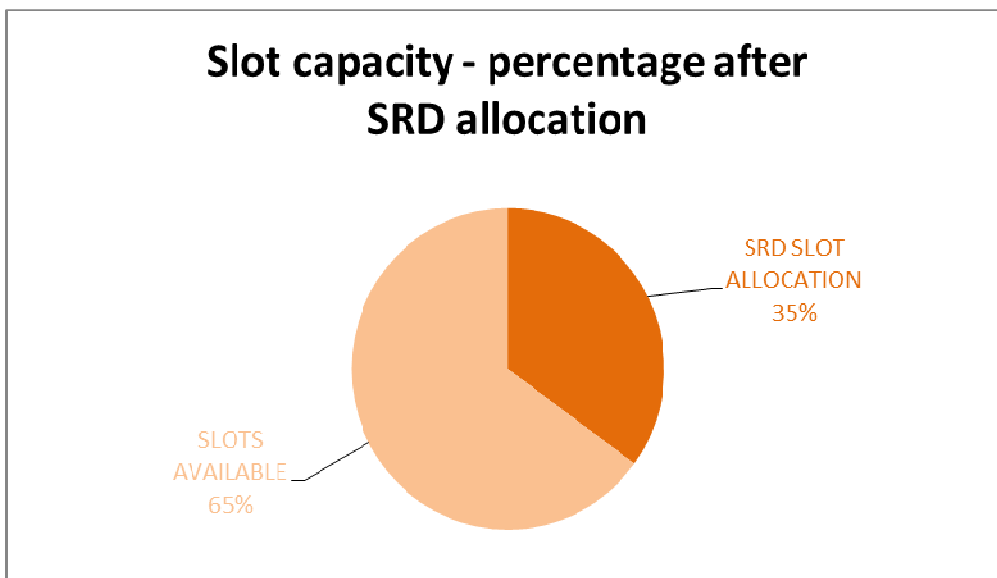


b) Slot pool

SLOT CAPACITY W13	120736
HISTORIC SLOTS ALLOCATED	9044
SLOTPOOL	11692

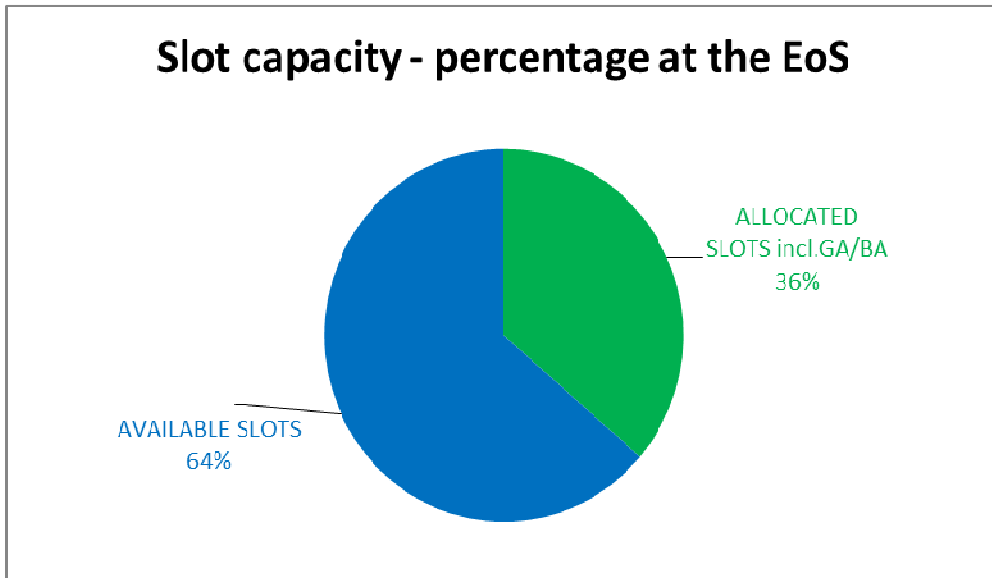


SLOT CAPACITY W13	120736
SRD SLOT ALLOCATION	42286
SLOTS AVAILABLE	78450



C) End of Season (EoS)

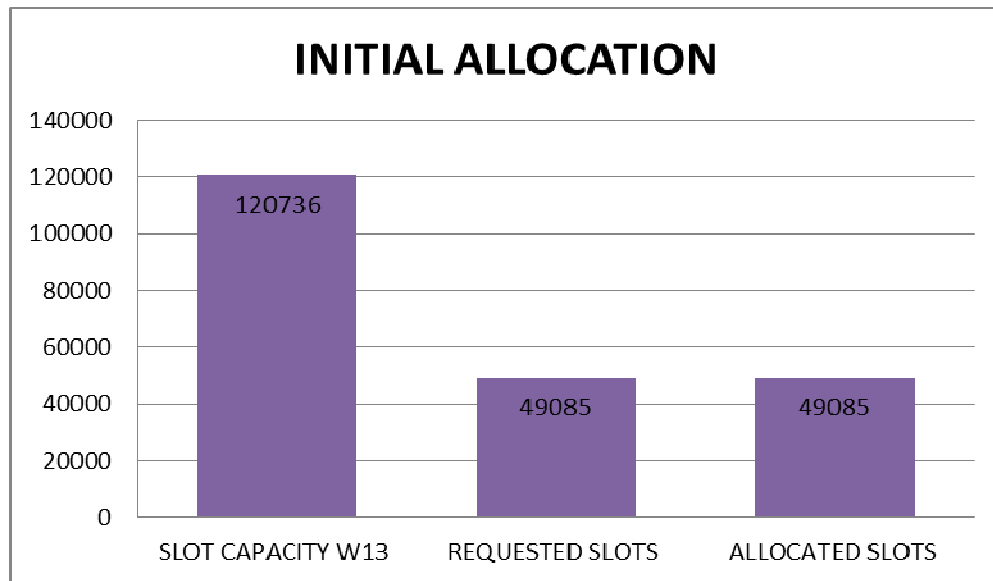
SLOT CAPACITY W13	120736
ALLOCATED SLOTS incl.GA/BA	43808
AVAILABLE SLOTS	76928



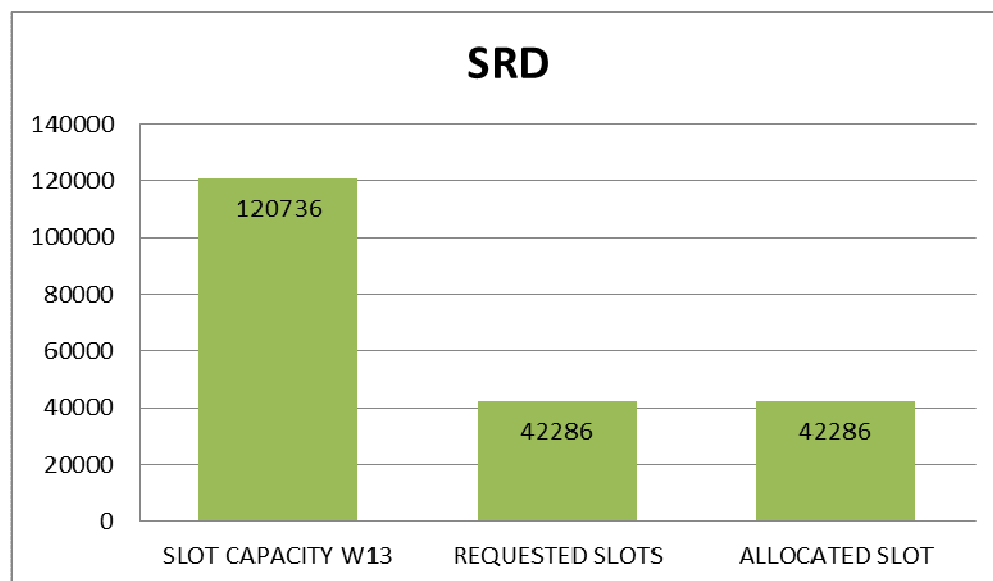
D) Graphics/ Histograms

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

SLOT CAPACITY W13	120736
REQUESTED SLOTS	49085
ALLOCATED SLOTS	49085



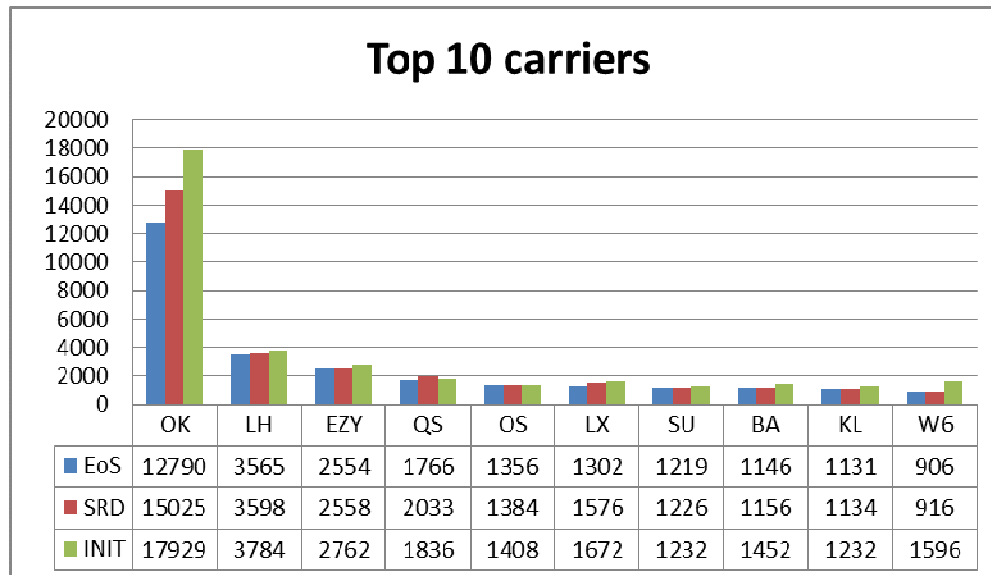
SRD	
SLOT CAPACITY W13	120736
REQUESTED SLOTS	42286
ALLOCATED SLOT	42286



Development of the main carriers

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

MAIN CARRIERS	EoS	SRD	INIT
OK	12790	15025	17929
LH	3565	3598	3784
EZY	2554	2558	2762
QS	1766	2033	1836
OS	1356	1384	1408
LX	1302	1576	1672
SU	1219	1226	1232
BA	1146	1156	1452
KL	1131	1134	1232
W6	906	916	1596



5. Slot mobility

No transfers or exchanges under Art. 10.8. were performed within W13 season.

6. Monitoring report

- a) Slot misuse - no records for W13 season.
- b) Late handback - no records for W13 season.
- c) Sanctions - no records for W13 season.
- d) Exemptions 14.1 - no records for W13 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 S14 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 W13. 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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