Airport Coordination at German Airports

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EASA
European Aviation Safety Agency

CAAC

German Airport Coordination

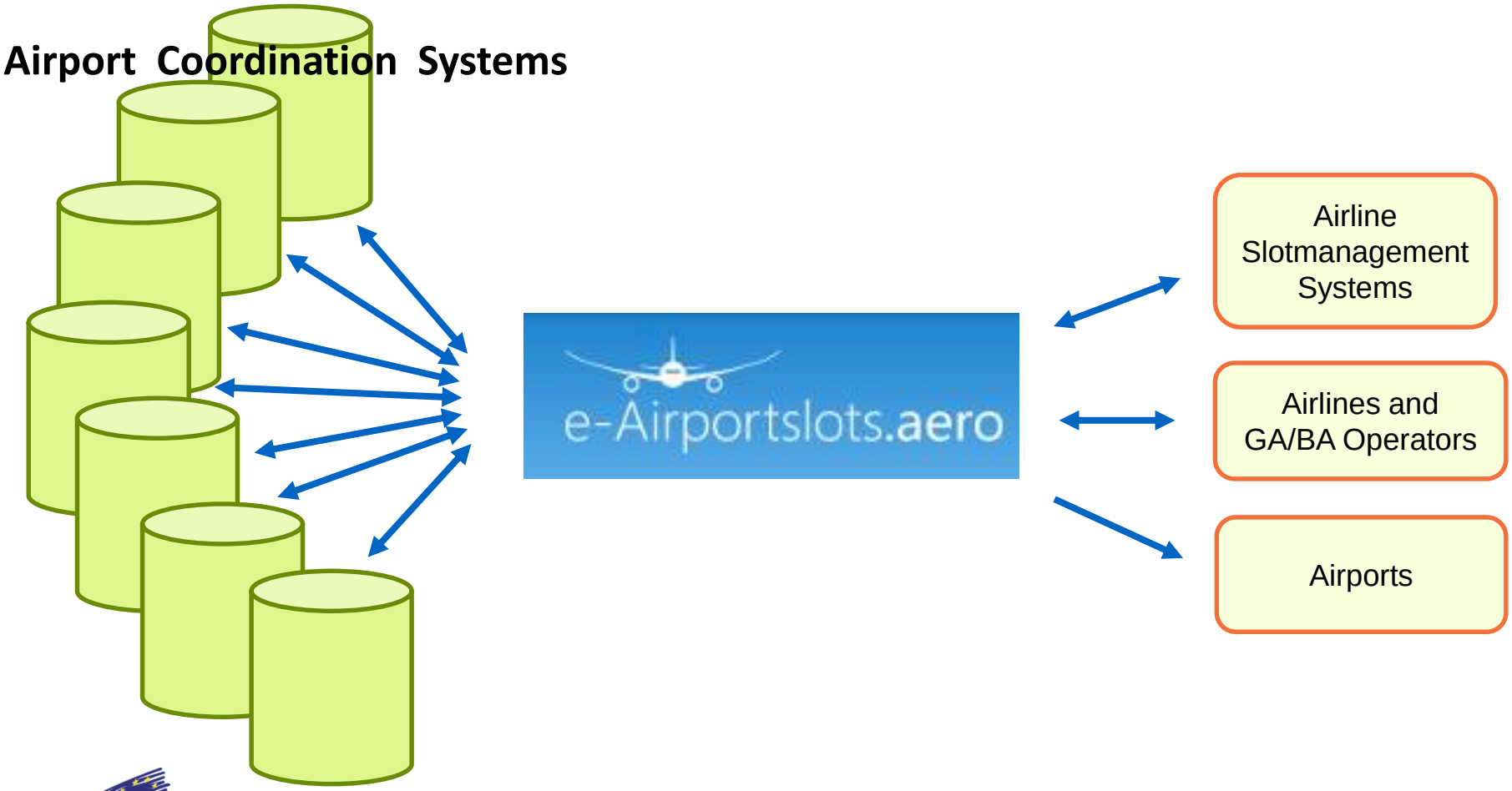
- Office founded in 1971 as a sovereign office under the supervision of the Federal Ministry of Transport
- Coordinates and facilitates 16 German international airports
- Non-profit organization financed equally by German operators and airports
- Acts in an independent, neutral, non-discriminatory and transparent manner
- Respects European and national law and the international and European guidelines established by IATA, WWACG and EUACA
- Ensures the efficient use of the airport capacity

Coordination and Monitoring System

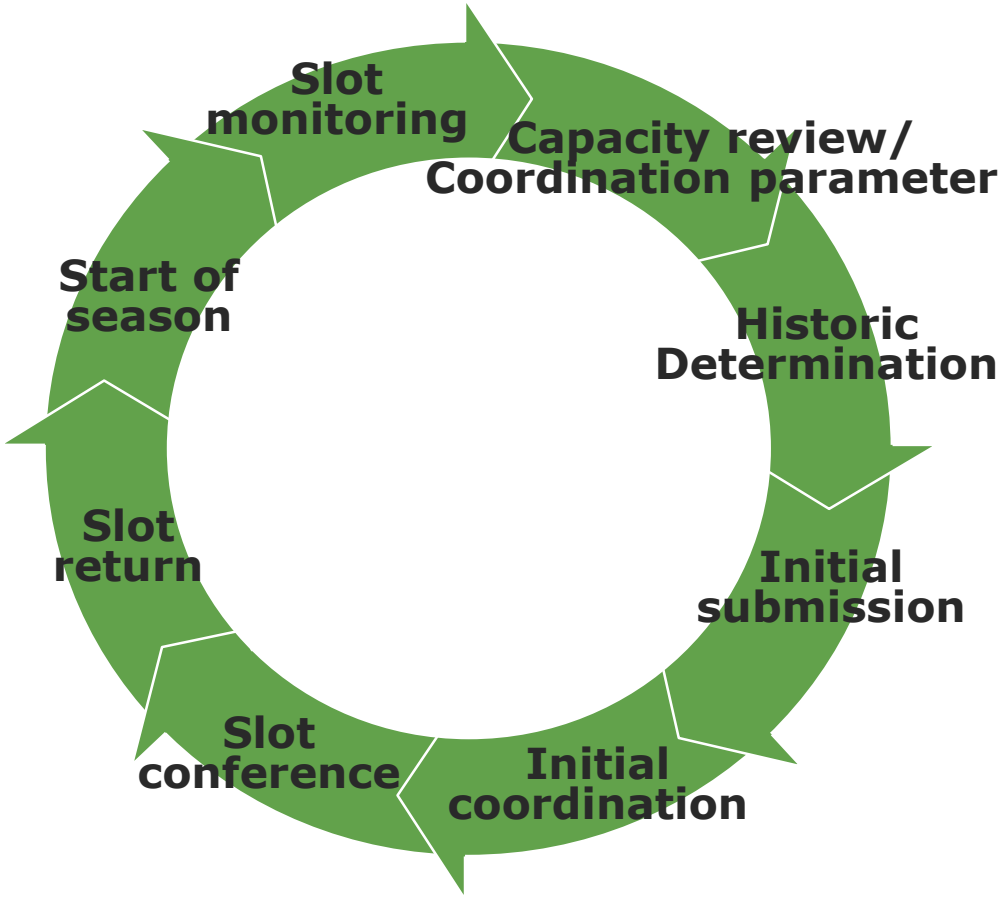
Slot Allocation and Monitoring System (sams)

- Developed and owned by German airport coordination
- Used or currently introduced by six coordinators
- High degree of automation
- Handles highly congested airports up to small stations

Online Coordination



Coordination Cycle



Capacity Review

When assessing the capacity, the entire infrastructure of the airport and the surrounding airspace is considered

Coordination Parameters

The coordination parameter are proposed by the airport operator in cooperation with the local air traffic control

- Reflects the practical and not the technical capacity
- Is determined by the most limiting factor
- Defines the number of movements or number of passengers per time interval which can guarantee a smooth operation under normal conditions
- Discussed in the coordination committee
- Declared by the Ministry of Transport

Historic Determination

Information to the airlines about their historic slot holdings approx. eight weeks before the IATA slot conference

- ⇨ Air carriers are entitled to the same slot series if the slot was operated for at least 80% of the series allocated at HBD (80/20 or use-it-or-lose-it rule)
  - Intentional slot misuse will be counted as not operated
  - Cancellations due to „force majeure“ and not accountable to the carrier will be treated as operated
  - Operational deviations on the same day will be counted as „used“

Initial allocation - priorities

Historics	Historic slot series will be allocated at the same times from the previous equivalent scheduling period
Retimed Historics	Changes to a historic slot series have second priority Allocation only out of the already existing capacity
New Entrant	At least 50% of all <u>newly</u> created capacity shall be first offered to new entrants
Incumbents	The remaining capacities from the slot pool shall then be placed at the disposal of all other applicant airlines.

In case of competing requests, priority is given to „yearround“ services

Initial Allocation – Scope of Discretion

Additional guidelines in case of requests with equal priorities:

- Frequency of operation
- Balanced offer (scheduled, charter, cargo, long- or short-haul)
- Balanced competition
- Constraints at the origin/destination(curfew)
- Frequency (daily before non-daily)
- Optimal capacity utilisation
- Coordination behaviour of the carrier
- Long standing waitlist
- Environmental aspects (noise category)

Slot Conference

The advantages of the twice yearly slot conference are:

- Possibility to meet with all coordinators and airlines worldwide
- Allocation and coordination of arrival- and departure slots
- Detailed information about slot availability
- Slot swaps
- Human relations
- Committee and working groups meetings

Slot Return Deadline and Historic Baseline Date

- Return of slot series that the airline does not intend to operate not later than 15th January and 15th August (SRD)
- Re-allocation of the returned slot series on the basis of the existing waitlist
- Reference date for the calculation of the usage rate (80/20) on 31st January and 31st August (HBD)
  - Cancellations after that date will count against the usage rate
  - Cancellations after that date can be considered as late slot return and may be sanctioned
  - Start of the coordination of ad hoc flights

Slot Monitoring - Objectives

- Ensure that airlines adhere to their allocated slot times within normal operating tolerances
- Prevent slot abuse arising
- Identify intentional slot misuse
- Introduce provisions for corrective action
- Assist in the determination of historic slot series

Slot Monitoring - Principles

Slot monitoring must:

- ⇨ Be in accordance with European and national law
- ⇨ Use objective, transparent and non-discriminatory criteria
- ⇨ Be customised to the needs of the airport
- ⇨ Be able to distinguish intentional off slot operations from operational delays

Slot Monitoring - Indicators

- Operations with no corresponding slot
- Operations at a different time or in a different manner to the allocated slot, taking into account normal operating tolerances
- Slot held but not operated
- Late return of slot series

Slot monitoring - process

Comparison of allocated slot with schedule submitted to the airport operator 4 days before the day of operation

Data delivery of actual operated on/off block times from the airport operator

Verification of explanations and decision if any further action is required depending on the seriousness and/or continuation of the abuse

Discussion of the cases in the Slot Performance Working Group and monitoring Committee

Decision upon the application of financial sanctions

Input for the determination of the historic slot series

Regular dialogue with the carrier

:

Asking for explanations

:

Requesting corrective actions

:

Issuing warnings

:

Slotmonitoring – Key Figures

Summer scheduling season 2016 FRA

operated movements	288.385	thereof not coordinated	0,0%
operated movements	288.804	thereof not operated	0,2%
coordinated & operated	288.205	thereof published differently	0,2%

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