



SKG COORDINATION PROCEDURE

S17

OCTOBER 2016

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The Hellenic Civil Aviation Authority announced important capacity reduction at SKG (LGTS) airport during the upcoming summer period 2017 (S17) due to runway works on the intersection of runways (10-28 and 16-34). The taxiway F, parallel taxiway to runway 10-28, will be appropriately converted to runway for the most of the above mentioned time period.

Runway capacity limits are reduced as following:

As attached at HCAA/D3/A/22100/8078/26-9-2016

AIRPORT CODE SKG (S17)	Runway closure due to works in progress / Important reduction of capacity											
Time Interval Constraint Runway Movements	ARRIVALS					DEPARTURES				TOTAL		
				60min	15min			60min	15min		60min	
a. from 26MAR till 31JUL				6	2			6	2		10	←
b. from 01AUG till 30OCT				8	3			8	3		16	←

An increase on the 15 min constraint to 3 arrivals and 3 departures was obtained from HCAA for the first sub-period. Furthermore, apron capacity is limited by 4 aircraft parking stands.

Capacity reduction of SKG airport falls under the provision of article 10.4 of the EEC 95/93 Regulation. In consequence, appropriate modifications to the historical rights will have no impact on the determination of the calculation of historical rights for the summer period 2018 (S18).

Due to the seriously reduced runway capacity for S17, HSCA had to reallocate historic slots because of immense runway capacity (R60) overloads. To ensure fair treatment for all carriers and a solid and transparent coordination procedure, certain principles were followed through the whole coordination procedure.

1. PROCEDURE FOR REALLOCATING HISTORICS

1.1 All requests that did not maintain their historic timings (i.e. C/R, C/L) were returned to their historic slots.

1.2 In the case of a runway overload, the flights that requested different timings other than their historic timings were reallocated, instead of moving an accepted historic slot.

1.3 If an improvement towards the requests for different timings other than their historic times described in 1.2 could be found that relieved the overload, that improvement was granted. In the case that an improvement could not be found, an obligatory reallocation of SHL historic timings was made while abiding by certain criteria.

2. CRITERIA FOR REALLOCATING HISTORIC SLOTS

In the cases of obligatory and adverse reallocation of historic timings, the criteria taken into consideration were:

- 2.1 The number of slots a carrier holds in relation to the total slots held at the airport.
- 2.2 The maximum number of slots that could be reallocated per carrier is the percentage derived from 2.1 and applied to the number of slots held by the carrier.
- 2.3 In the case that this maximum would not be reached, an analogy was maintained to ensure that all carriers were treated fairly.
- 2.4 Improvements, in the context mentioned in 1.3, were **not** counted towards the adverse reallocation of historic timings.
- 2.5 The spread (in minutes) that was produced by reallocating historic slots should be kept within reasonable limits. In the case of home based carriers, the number of historic slots that were reallocated may exceed the maximum acceptable percentage, as stated in 2.2, but the spread would be much narrower.
- 2.6 The standard procedure in initial coordination is that LGT slot requests are given an offer with maximum ground time of two (2) hours. In the case of SKG, an exception was made to this general rule and a limited number of LGT requests were granted provisionally (pending final confirmation from airport authorities), only if these requests were changes of historic slots or PSO (Public Service Obligation) routes. This was applied only in cases that another adverse reallocation of a historic slot would be much more unfavorable.

3. REQUESTS FOR NEW SLOTS

In the case of requests for new slots a set of criteria was taken into account.

- 3.1 Priority was given to new entrant requests after validating eligibility and to PSO routes that cover Greek regional areas.
- 3.2 Other requests for new slots were allocated according to the Worldwide Slot Guidelines latest edition where there was availability. Every effort was made to accommodate as many requests as possible within the sparse availability.
- 3.3 A balance was maintained to accommodate volume of slots but also carrier diversity.
- 3.4 As described in NAC form S17 period splits in two sub periods of different capacity (see top of document). New requests were **not** split in these two (2) periods, unless specifically requested as such from the carrier.
- 3.5 Carriers can make use of the extra capacity in the second half of the season anytime from the Slot Conference onwards.

4. HISTORIC SLOTS FOR SUMMER 2018 (S18)

4.1 A historical baseline for SKG S17 will not be kept, as the published temporary capacity restrictions do not depict SKG airport capacity when works are finalized.

4.2 Historic slots for S18 will be ported over from S16 season, as sent in the S17 SHLs.

4.3 Confirmed C/Rs, C/Ls or New requests that were allocated historically eligible slots during S17 Initial Coordination or during the S17 season will be granted priority for allocation in the S18 Season when there will be full airport runway capacity and all other infrastructure resources.

5. HISTORIC SLOTS REALLOCATION SPREAD CHART

5% of slots are 5-85 minutes from historic timings

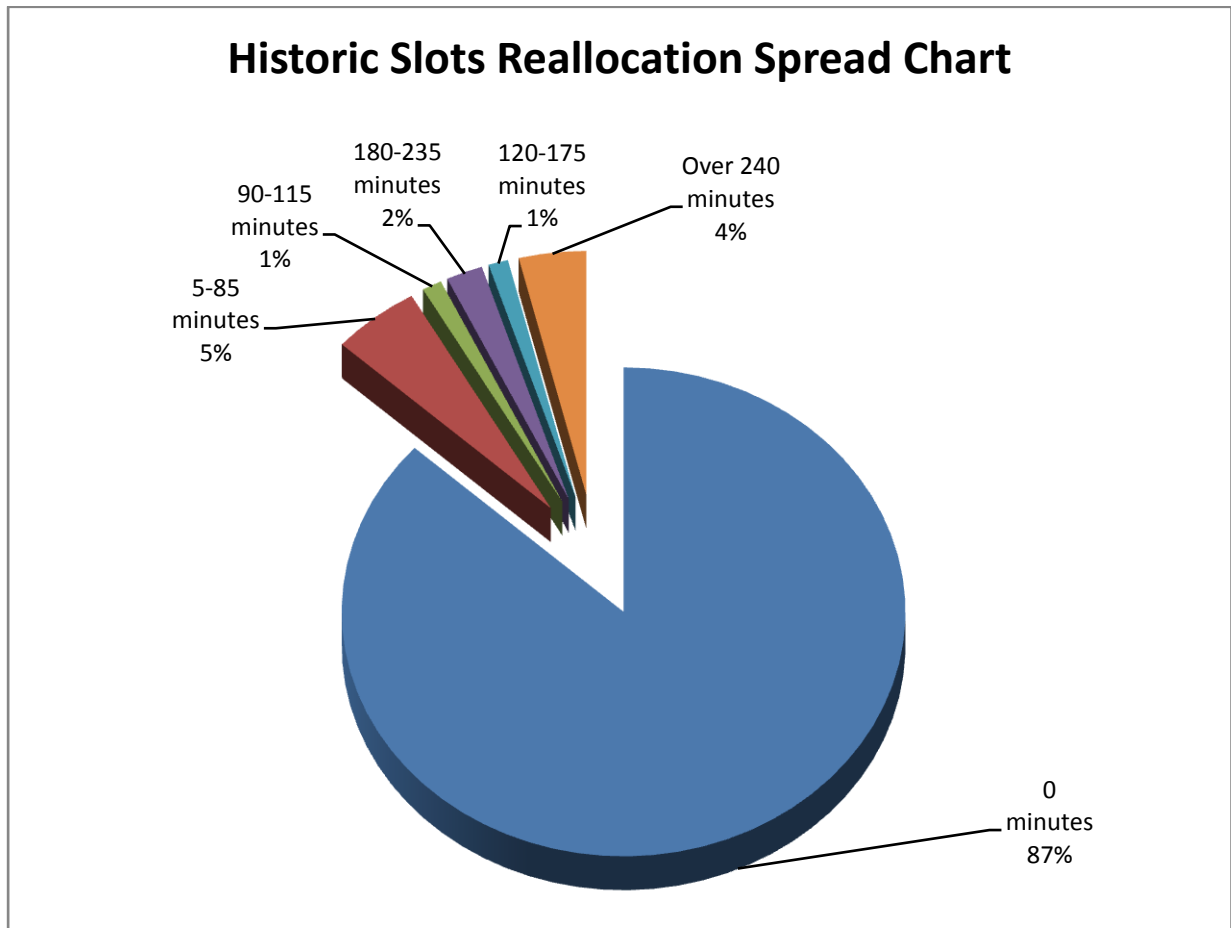
1% of slots are 90-115 minutes from historic timings

1% of slots are 120-175 minutes from historic timings

2% of slots are 180-235 minutes from historic timings

4% of slots are 240 or more minutes from historic timings

87% of slots are at their historic timings



6. DISTRIBUTION OF HISTORIC SLOTS AFTER REALLOCATION

The below table illustrates the spread of historic slots after the reallocation. Improvements are deducted from the total reallocated operations and a percentage of reallocated slots is generated in relation to the total operations of the specific carrier.

Operator	Flights at historic times	05-115 minutes	120-235 minutes	Over 240 minutes	Improvements as in 1.3	Reallocated historic flights	Total historic flights	% of reallocated
A3/OA	5.886	762	384	512	105	1.553	7.544	20,59
FR	5.436	466	372	266	138	966	6.540	14,77
AZI	1.910	203	24			227	2.137	10,62
EZY/EZS	1.316	26	0	62		88	1.404	6,27
4U/EW	1.074	52	48	62		162	1.236	13,11
AB	950	0	0	80		80	1.030	7,77
ELB	851	46	52	11		109	960	11,35
TK	806	62	0			62	868	7,14
JU	736	0	0			0	736	0,00
SU	434	0	0			0	434	0,00
RO	434	0	0			0	434	0,00
OS	406	0	0			0	406	0,00
HV	338	16	0	16	10	22	370	5,95
BCS	310	0	0			0	310	0,00
OB	280	0	0			0	280	0,00
BA	272	0	0			0	272	0,00
LX	268	0	0			0	268	0,00
SK	172	0	0	30	15	15	202	7,43
TOM	178	0	0			0	178	0,00
QS	174	0	0			0	174	0,00
TB	130	0	0			0	130	0,00
SEH	72	52	0		26	26	124	20,97
W6	124	0	0			0	124	0,00
BRU	122	0	0			0	122	0,00
3Z	122	0	0			0	122	0,00
TO	122	0	0			0	122	0,00
SN	90	0	0			0	90	0,00
P7	74	0	0			0	74	0,00
BT	66	0	0			0	66	0,00
S5	66	0	0			0	66	0,00
D8	56	0	0			0	56	0,00
UT	52	0	0			0	52	0,00
VY	44	0	0			0	44	0,00
HG	44	0	0			0	44	0,00
CO	40	0	0			0	40	0,00
ENT	38	0	0			0	38	0,00
M4	28	0	0			0	28	0,00
6D	26	0	0			0	26	0,00
AZ	10	0	0	12	12	0	22	0,00
JP	16	0	0			0	16	0,00
Total	23.573	1.685	880	1.051	306	3.310	27.189	