

A photograph of an airplane wing and tail fin against a blue sky with clouds, overlaid with a large dark blue circle. The tail fin features a blue and white striped pattern. The wing is white with dark grey engine nacelles. The sky is a clear blue with scattered white clouds. A large, dark blue circle is positioned on the left side of the image, partially overlapping the wing and tail.

Long Ground Time Procedure

August 2022

LGT PROCEDURE/ L3 AIRPORTS

Current Situation

LGT flights are described by the Greek Regulation as all flights exceeding ground time for more than 120 min (excluded are the carriers that are based at a specific airport as well as PSO historic flights).

The current procedure indicates that a carrier that wishes to operate a long stop flight (defined as more than 120 minutes) must obtain airport slots, followed by approval from the airport operator. The coordinator allocates slots subject to conditions, until the approval is granted or denied. Following a positive reply, the slots become confirmed.

However, this procedure has several disadvantages.

- The coordinator as the transparent, non-discriminatory appointed entity to allocate airport capacity cannot confirm slots, even though the apron is already coordinated along with the rest of the airport capacity parameters.
- There is increased uncertainty for carriers wishing to operate such flights and organise their schedule, as they face the risk of not being able to adjust slots at both ends of the route, in case of a negative reply.
- Increased workload for all parties.

To ensure fair allocation of slots for all operations at a particular airport, the coordinator should be able to allocate and confirm all flights according to airport parameters, including apron allocation, according to availability.

As a result

- Carriers gain more confidence and flexibility to organise their schedules.
- The procedure will be simplified for all parties (airport operator, air carriers, handling agents and the coordinator), thus reducing unnecessary workload.

Proposal

The coordinator allocates slots to LGT flights, according to the parameters of each airport without requiring final approval from the airport operator, to ensure the transparency and efficiency of the procedure.

LGT Requests for 3 days in advance operations

For slot requests in less than 3 days from the day of operation, the coordinator will check the availability according to the parameters of the airport in question and allocate slots under conditions. Requests under this category, will require final approval from the airport operator.

Rejected Long Stay Request

In case the request is rejected by the airport operator, relevant flights will be canceled by the coordinator or the carrier involved. In such cases, the airport operator should communicate with the coordinator to report the reason(s) for not accepting the request. The coordinator, the airline and the airport will remain in contact with the aim of finding an alternative solution, subject to the airport's available resources. In case an air carrier does not adhere or respect a declined LGT, it will constitute a slot violation and penalties will be imposed.

Exceptionally, for Summer 2023 Scheduling season, as the pilot season for this proposal, HSCA will confirm all LGT flights from SALs until HBD (31JAN2023). From HBD onwards, where fragmentation and ad hoc allocation takes place, HSCA will allocate new LGT requests under conditions, requiring final approval from the airport operator.

Local Rules

In cooperation with interested parties, local rules are established to address operational variations affecting the allocation of slots for airports experiencing issues with the apron and therefore an airport may determine a ground time restriction for an amount of time other than 2 (two) hours by publishing the information in the coordination parameters of the airport involved and in relevant NOTAMs.

To obtain an operational base at a specific airport, the airport operator and the airline should reach an agreement regarding operational base specifications. This agreement should be communicated to the coordinator in due time.