Process of Coordination and De-Scheduling of the single runway period for Summer 22 at Warsaw Chopin Airport

1. Introduction

The following document outlines the process of handling the reduction in runway capacity as a result of the closure of runway 3 between 09 – 28 April 2022. This process is to be introduced only for the purpose of this runway limit reduction and expires on 29 April 2022. To demonstrate the need for this process, ACL prepared an analysis of current SHL position against single runway capacity available in appendix 1 of this document.

2. Objectives

The objective of this document is to:

- 2.1. Manage the demand for airport infrastructure against a reduced runway capacity.
- 2.2. Provide flexibility to Carriers by postponing any steps that would introduce disruption until later in the process.
- 2.3. Prevent historic fragmentation in the S22 baseline schedule
- 2.4. Provide the mechanism to support the release of capacity and ensure it's available for use as soon as its returned.
- 2.5. Ensure that any capacity reduction is spread across all Carriers that hold slots at the airport during the time of the runway closure.
- 2.6. Ensure that any adjustments made are fair and non-discriminatory.
- 2.7. Provide reassurance to Carriers that hold historic rights that these will be protected for use in the subsequent seasons when capacity returns to the dual runway capacity.

3. Definitions

Airport Authority The operating company responsible for the management of the

airport to which this processing document applies

Carriers Air transport undertakings that operate to the airport that this

processing document applies

Coordinator Airport Coordination Limited, the appointed independent

Coordinator

HBD S22 – 31 January 2022

PANSA Polish Air Navigation Services Agency

4. Initial coordination

- 4.1. Coordinator will proceed to carry out initial coordination for WAW S22 as per the standard IATA calendar schedule.
- 4.2. During initial coordination, only dual-runway capacity will be used to grant Carriers the flexibility to retime any historic slots as per their demand.
- 4.3. It is to be noted that 4.2 does not extend to the aerodrome closures scheduled at 8 nightly periods between April and May 2022. Slots that fall in those periods will be re-cleared earlier or later depending on spare capacity. This step will take place at the end of initial coordination and will not impact whole series.
- 4.4. No new capacity will be allocated to any Carriers between 09-28 April 2022 to avoid further overages or utilising capacity that will be later used to de-schedule the closure period to meet single runway capacity.

5. De-Scheduling process

- 5.1. Ahead of HBD, ACL will liaise with PANSA and the Airport Authority to establish the following:
 - Can the current remaining overages be accepted and absorbed operationally?
 - Is it possible to accept certain overages, given their magnitude, time of the day and spare capacity either before or after?
 - Is it necessary to eliminate all overages from the schedule?
- 5.2. ACL will attempt to reduce any remaining overages through waitlist management, before providing information regarding outstanding overages to either PANSA or the Airport Authority.
- 5.3. One day after the HBD, S22 Baseline will be created.
- 5.4. If it is deemed necessary, the de-scheduling will commence on 01 February and results will be sent no later than 11 February. All slots that were T-Coded at initial coordination will be K confirmed at their approved times once all remaining overages are dealt with.
- 5.5. To ensure that time revisions are balanced between Carriers, each one of the 20 days during this closure period, will be treated individually.
- 5.6. ACL will take into consideration any strategic limit increases agreed with PANSA, when deciding on potential time changes.
- 5.7. Carriers will not be asked to make proportionally more time changes than what they hold, compared to other Carriers, unless it is otherwise impossible to find other slot time changes to clear overages.
- 5.8. Cleared time revisions will only be made during periods where there are overages.
- 5.9. To minimise the schedule adjustments and disruption, Coordinator will also take into account availability of other scheduling constraints.
- 5.10. Cancellations will be requested in only the most extreme circumstances, where time changes cannot bring down utilisation to the reduced limit.
- 5.11. Once the de-scheduling process has concluded, a summary of all changes will be distributed to the coordination committee members as well as published on the coordinator's website
- 5.12. New slots, ad-hoc or otherwise will not be allocated for the closure period until after the De-Scheduling process has concluded. Carriers will be free to submit new slot requests and will be placed on the waitlist to be reviewed after this process.
- 5.13. If the cancellation activity allows for it, Carriers will be approached ahead of the start of season S22 with potential improvements to their waitlist position where priority will be given to those slots that were affected.

6. Alleviation

- 6.1. Slots that are retimed by more than 60 minutes will not be penalised and will continue to count against the historic series they are linked to.
- 6.2. Alleviation will be granted to slots that are required to be cancelled as a direct result of the capacity reduction outlines on this document

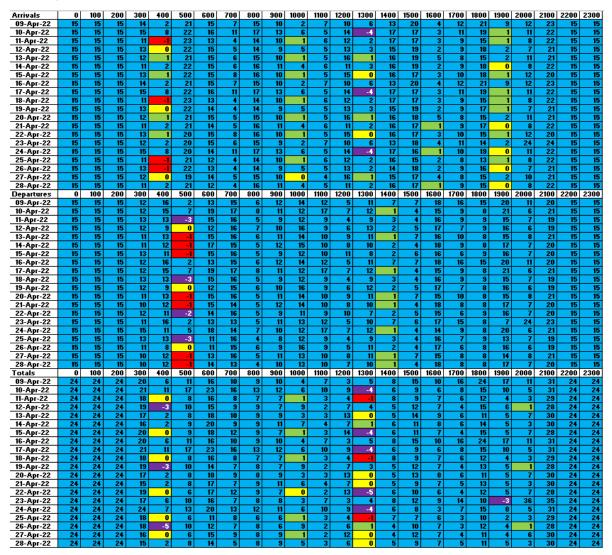
7. Historic determination for S23

7.1. New slots series that are shortened during initial submission, will be filled in and will be granted on a historic basis, subject to satisfying historic eligibility requirements. New slots not allocated during the closure period, will not contribute to historic determination of their linked series through force majeure.

Appendix 1. Historic runway position against lowered limits

Matrices below show availability at each 60-minute and then 10-minute interval

Runway 60-minute limit



Runway – 10-minute limit 0310 – 0900

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Runway – 10-minute limit 0910 – 1500

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Runway – 10-minute limit 1510 – 2110

Arrivals		1520		1540		1600			1630	1640	1650		1710	1720			1750				1830			1900				1940					2030	2040	2050	2100	2110
09-Apr-22	4			!	4	3		2		-1	-1	-1	-1	- 4	3		3	4	3		4	3		4	0	3	2	0	0	0	3	3		1	1	4	3
10-Apr-22	3				3							-1	-1	4										3	0				-2 -2	-1	_ 1	3		2			
11-Apr-22 12-Apr-22	3									-2 0	-2	-2	-2 0	3			3	4										-2 -2	-2	-2	1	3		3 2			4
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14-Apr-22	3									-2		-2	-	3			3	-							0					-2	1	3		2			4
15-Apr-22	3									0	-2	-2		3			3	- 4							ō	1			-2		2	1		- 4			3
16-Apr-22	4				1						-1	-1		4				-							ō	3			0	0	3	3					3
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18-Apr-22	2									-2	-2	-2	-2	3			3	4							ō				-2	-1	1	1		3			4
19-Apr-22	3										-1	-2		2			3	3						2	0				-1	-2	1	3		2			4
20-Apr-22	3										-1	-2	-1	1			3							4	0	2		-1	-2	-1	2			3			3
21-Apr-22	3	- 1	4	2	4	2	0	3	-1	-2	-1	-2	-1	3	2	4	3	4	3	2	4	- 1	3	3	0	2	-2	-2	-1	-2	1	3	2	2	2	2	4
22-Apr-22	3	2	3	2	4	2	1	3	-1	0	-2	-2	-1	3	3	4	3	4	3	4	3	-1			0	- 1	-1	-1	-2	-1	2	1	4	4	2	2	3
23-Apr-22	4			1	4	3	2	2	-1	-1	-1	-1	-1	4				4			4			4	0	2	-2		0	- 4	4	- 4		4			4
24-Apr-22	3				3					۰	-1	-1	-2	4				3							0			-2	-2	-1	1	3		2			4
25-Apr-22	2									-2	-2	-2	-2	3			2	3							0	3			-2	-1	- 1	1		3			4
26-Apr-22	3										-1	-2	0	2			3	3				2		2	0	3		-2	-2	-2	1	3		2		1	4
27-Apr-22	3							2			-1	-2	-1	1			3	4							0			-1	-2	-1	2			2			3
28-Apr-22	3		4							-2	-1	-2		3			3	3						3		2			-1	-2	1	3		2		2	4
Departures	1510		1530						1630							1740		1800			1830							1940		2000			2030	2040	2050		2110
09-Apr-22	2					5		5			4	5	4	4			3	_ 1	2					4					5	5	4	3	3	_1	_ 1	2	
10-Apr-22	2							5 3			3	4 5	3 5				-1	-1	0										5		4	3	0	0	-1	2	5
11-Apr-22 12-Apr-22	1										3	4	2					0											- 4		-	3	0	- 1		0	
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16-Apr-22	2											5					3		2										5		4			i	1		-
17-Apr-22	2											4																	5		4	4	0	ö		2	- 5
18-Apr-22	2										3	5					-1	0											5		4	3	1	1	-1	0	5
19-Apr-22	1	3										4						0											4		4			0	0		5
20-Apr-22	3										3	4	5				-1	-1	0										4		4	4		0		2	5
21-Apr-22	2			3								4	3				-1	0	-1	2			5						4	5	4	4		0	-1	1	5
22-Apr-22	3	2	2	2	3	4	2	4	3	5	3	4	4	2	3	0	-1	0	0	2	3	5	5	4	4	3	4	3	4	4	4	4	1	- 1	-1	- 1	5
23-Apr-22	2	3	2	3	3	5	3	5	3	3	4	5	- 4	- 4	4	1	3	- 1	2	4	- 4	2	1	4	3	-1	3	3	- 1	- 5	5	5	5	- 5	5	- 4	5
24-Apr-22	2											4				2	0		0										- 5		- 4	- 4	0	0	-1	2	5
25-Apr-22	2			_	3			3			3	5	4	2				0											5		4	3	- 1	1	-1	0	5
26-Apr-22	1				4						3	4						0											4		4		0	0			5
27-Apr-22	3										3	4	4				-1	-1	0										4		4	4		0	-1	2	5
28-Apr-22	2			3							3	4	3	2				0	-1	2									4		4	4		0	-1	1	5
Totals		1520		1540					1630	1640		1700									1830							1940		2000			2030				2110
09-Apr-22	2		4	1	4	5 2		4		-1	-1	1	-1	5 4	4		3	2	2			5		5	1		4	1	2		2	3	4		-2	3	- 4
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13-Apr-22	3										-1	-	1				-	0								2			-	-	3			-		2	5
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15-Apr-22	3				4			- 4		2	-2	-1	0	2			-1	i	0						1				-1	ő	3			2		ő	5
16-Apr-22	3				4					-1	0	- 1		5			3												2		4	3		-1		3	4
17-Apr-22	2			0						0	-1	0	-1	4			-1	-1	0						1	4	1	0	0	1		4		-1	-2	1	6
18-Apr-22	1	2									-2	0	0	2				1	0										0	1	2			1		-1	6
19-Apr-22	1			1	5	3		2	-1	2	-1	-1	-1	1	2	4	-1	0			3	4		2	0	4	1		0	0	2	3	-2	-1	-1	-2	6
20-Apr-22	3	1	3	2			1	4	0	1	-1	-1	1	0			-1	0	0	3				3	1	2	1	-1	-1	1	3	3	2	0	-2	1	5
21-Apr-22	2	1	0	2					1	0		-1	-1	2			-1	- 1	-1	1					0	3			0		2			-1		0	6
22-Apr-22	3				4					_	-2	-1	0	2			-1	- 1	0							- 1			-1	0	3	2		2			5
23-Apr-22	3				4			4			0	1		5				2											-2	6	6					5	6
24-Apr-22	2	- 1						3			-1	0	-2	4				-1	0						0	4			0	1	2	4	- 1	-1		1	6
25-Apr-22	1				4						-2	0	-1	2											1	- 1	-1	-2	0		2		0			-1	6
26-Apr-22	1									2		-1	-1	1				0											-1	0	2	3		1		-2	6
27-Apr-22	3				4						-1	-1	0	0			-1	0	0	3					1	2	1		-1	1	3	3	2	-1	-2	- 1	5
28-Apr-22	2	- 1	0	2	5	3	0	- 4	1	0	-1	-1	-1	2	2	4	-1	0	-1	1	3	3	5	3	0	3	0	-1	0	0	2	- 4	0	-1	-2	0	6