

**LOCAL RULE EPWA-1**

**PROCEDURES FOR OBTAINING (ALLOCATING) SLOTS FOR  
OPERATIONS PLANNED FOR NIGHT TIME, DELAYED, AHEAD  
OF SCHEDULE AND OUT OF HOURS**

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*17.05.2022*

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## **1. INTRODUCTION**

- 1.1 This document sets out the procedures for slot management at Warsaw Chopin Airport for air operations:
  - a) planned for night time,
  - b) delayed,
  - c) ahead of schedule.Moreover, the document describes the management of slots outside the office hours of the Flight Schedule Coordinator (out of hours).
- 1.2 The main objective of this document is to ensure effective slot management and full and equal use of available environmental capacity limits at Warsaw Chopin Airport by all airport users, in accordance with applicable rules and regulations. The document also seeks to prevent air traffic congestion and ensure the efficient operation of Warsaw Chopin Airport. These procedures are to ensure a neutral, non-discriminatory and transparent way of allocating night time slots and managing slots outside the Coordinator's office hours.
- 1.3 The management of night noise at Warsaw Chopin Airport is monitored and governed by competent authorities that might not be members of the Coordination Committee. It is imperative that all operators comply with the details contained in this Local Rule to avoid measures being taken to further restrict or prevent night operations at Warsaw Chopin Airport.
- 1.4 Airport Coordination Limited (ACL), a company appointed as the Flight Schedule Coordinator (hereinafter "the Coordinator") by the Civil Aviation Authority, is responsible for slot allocation for operations at Warsaw Chopin Airport.
- 1.5 All operations to or from Chopin Airport must have a slot from the Coordinator (ACL) in accordance with the EU Slot Regulation and respective Polish regulations.

## **2. ALLOCATION OF SLOTS FOR NIGHT TIME OPERATIONS**

- 2.1 Environmental constraints regarding night movements are set to fulfil the permissible aviation noise levels in the environment outside the restricted use area established for Chopin Airport.
- 2.2 To meet the aforementioned requirements, a Quota Count (QC) System is applied in slot coordination. According to the Quota Count method for night operations, quota points are allocated to night operations as part of an assumed overall QC Point Limit. Quota point values reflect the noise level generated by given aircraft. All night operations must be performed within the QC Point Limit.
- 2.3 The night QC Point Limit available for the distribution of slots in each IATA scheduling season is declared as a coordination parameter by the Warsaw Chopin Airport Operator.
- 2.4 The initial allocation of night time slots for each scheduling season is conducted in accordance with the rules and timelines set out in the EU Slot Regulation, respective Polish regulations and the IATA Worldwide Airport Slot Guidelines.

- 2.5 Any remaining slots for night time operations, available within the coordination parameter, are distributed according to demand on the 'first come-first served' basis.
- 2.6 The Quota Count System implemented for the purpose of night time operations management is also described on the Warsaw Chopin Airport website.
- 2.7 The environmental night time curfew is based on the runway take-off and landing times and times of flying over areas surrounding Chopin Airport between 22:00÷06:00 local time. Slot times are on/off block times. Taking into account the above and standard taxi times at Chopin Airport, the slots allocated in the following night times use up the overall QC Point Limit for a given night:

Table 1: Schedule times in night time and day time.

		<b>SUMMER</b> <b>Schedule Season</b>	<b>WINTER</b> <b>Schedule Season</b>
<b>Night time</b>	<b>Arrival</b>	from 19:55 to 04:15 UTC	from 20:55 to 05:15 UTC
	<b>Departure</b>	from 19:45 to 03:50 UTC	from 20:45 to 04:50 UTC
<b>Day time</b>	<b>Arrival</b>	from 04:20 to 19:50 UTC	from 05:20 to 20:50 UTC
	<b>Departure</b>	from 03:55 to 19:40 UTC	from 04:55 to 20:40 UTC

### 3. Allocating QC points to aircraft

3.1 The following classification of aircraft in the Quota Count System has been assumed for Chopin Airport

< 84 EPNdB	0,13 pt.
84 – 84.9 EPNdB	0.25 pt.
85 – 85.9 EPNdB	0.30 pt.
86 – 86.9 EPNdB	0.40 pt.
87 – 87.9 EPNdB	0.50 pt.
88 – 88.9 EPNdB	0.65 pt.
89 – 89.9 EPNdB	0.80 pt.
90 – 90.9 EPNdB	1.00 pt.
91 – 91.9 EPNdB	1.25 pt.
92 – 92.9 EPNdB	1.60 pt.
93 – 93.9 EPNdB	2.00 pt.
94 – 94.9 EPNdB	2.50 pt.
95 – 95.9 EPNdB	3.18 pt.
96 – 96.9 EPNdB	4.00 pt.
97 – 97.9 EPNdB	5.00 pt.
98 – 98.9 EPNdB	6.35 pt.
99 – 99.9 EPNdB	8.00 pt.

100 – 100.9 EPNdB	10.10 pt.
101 – 101.9 EPNdB	12.70 pt.
> 101.9 EPNdB	16.00 pt.

- 3.2 Aircraft are classified into different classes based on separate calculations for take-offs and landings, in accordance with measurement data included in noise certificates as per below:

take-offs = [EPNdB(lateral) + EPNdB (flyover)] / 2

landings = EPNdB (approach) – 9

- 3.3 If the carrier intends to operate at Chopin Airport at night time, such carrier is required to apply for allocation of QC points for the types of aircraft the carrier intends to operate at night time. To allocate QC points the Airport Operator uses aircraft noise certificates submitted by carriers.

- 3.4 Based on results of calculations described in point 3.2 and aircraft classification as per point 3.1, a QC points table is prepared by the Airport Operator for aircraft operating from Chopin Airport. The Table includes data on QC points assigned to each type of aircraft operated by a given carrier. The Table is kept by the Airport Operator and the Coordinator and shall be provided on request to carriers operating to Chopin Airport. Requests can be submitted to:

a) the Airport Operator at [monitoringhalasu@ppl.pl](mailto:monitoringhalasu@ppl.pl);

b) the Coordinator at [poland@acl-international.com](mailto:poland@acl-international.com).

- 3.5 The allocation of QC points pursuant with 3.1 – 3.5 can be calculated in two ways (Option 1, which is a default one, or Option 2) with the method selected by the carrier and confirmed in writing to the Airport Operator.

3.5.1 The carrier may request to change the originally selected option and such change which is requested and approved by the Airport Operator before Initial Submission Deadline becomes effective as of the next coordination season (i.e. change requested and approved before Initial Submission for S23 becomes effective for the S23 IATA season).

3.5.2 Aircraft (registration marks) leased on the ACMI basis are considered a part of the operator's fleet.

- 3.6 **Option 1** - The QC points for a particular aircraft type is calculated based on the carrier's entire fleet of a particular aircraft type.

3.6.1 The QC points will be determined based on data included in the noise certificates for all registration marks of a given aircraft type operated by the carrier.

3.6.2 The carrier is responsible for operating the aircraft type cleared by the Coordinator. Operating aircraft other than as cleared by the coordinator may be investigated under the Polish Slot Sanction Scheme.

- 3.7 **Option 2** - The QC values for a particular aircraft type is calculated based on a selected number of aircraft within the fleet declared by the carrier to operate to

Chopin Airport In selecting this option, the carrier is accepting responsibility for only operating those aircraft included in the QC calculation at Chopin Airport and accepts the conditions detailed in this document.

The request must be accompanied with noise certificates for all aircraft (registration) of a given type operated by the carrier.

- 3.7.1 The QC points will be determined based on data for those aircraft registrations that the operator has declared will serve Chopin Airport. The QC points for such aircraft type for that operator will be determined based on noise certificates for the declared registration marks and their highest QC value will be used.
  - 3.7.2 After declaring specific registration marks of a given type of aircraft for operations at Chopin Airport, the carrier may change the declaration, after prior notification of the intention to the Airport Operator in accordance with point 3.10. If the QC points resulting from the abovementioned change are higher than previously for the same aircraft type, the use of new registration marks may start not earlier than from the next scheduling season, after changing the QC points for a given type of the carrier's aircraft. This may result in the carrier having insufficient QC allocation to satisfy the higher QC classification. In such circumstances the carrier is required to re-clear the slot to obtain additional QC quota to cover the increased QC classification. Where QC is not available the carrier would need to reapply for a new slots from available capacity.
  - 3.7.3 If the Airport Operator determines that the carrier performed an air operation at night time using non-declared registration marks of a given type of aircraft and the QC value is higher than cleared by the coordinator, the carrier will be required to revert to managing its QC allocation based QC points for its entire fleet as per Option 1 detailed in 3.7. Such change will be introduced as of the next schedule season and will apply throughout minimum two consecutive schedule seasons.
  - 3.7.4 Each case an air carrier performs an air operation at night time with an undeclared registration mark of a given type of aircraft, which, according to the data contained in the noise certificate, has higher QC rating than determined for a given type in the QC table, will be deemed a take off or landing significantly different than indicated at the time of slot allocation, which may result in a fine of up to PLN 100 000, pursuant to Art. 209 ud. of the Act of July 3, 2002, Aviation Law or withdrawal of the slot from such air carrier pursuant to art. 14.4 of the EU Slot Regulation.
- 3.9 The requests to establish or change the QC points for particular aircraft type of the particular operator should be submitted to:
- a) the Airport Operator at [monitoringhalasu@ppl.pl](mailto:monitoringhalasu@ppl.pl);
  - b) cc to the Coordinator at [poland@acl-international.com](mailto:poland@acl-international.com).
- Once the QC points are determined, the Airport Operator (PPL's Noise Monitoring Section) notifies the applicant and the Coordinator about the allocated QC points and updates the table if needed.
- 3.10 Carriers must immediately notify the Airport Operator about:

- a) a change of acoustic parameters of specific aircraft (registration) of a given type included in the QC table referred to in point 3.4,
- b) introduction into use of new aircraft (registration) of a given type included in the QC table referred to in point 3.4,
- c) Removal from the operators AOC of specific aircraft (registration) of a given type of aircraft included in the QC table referred to in point 3.4,
- d) changes of registration marks declared by the carrier as operating at Chopin Airport.

Based on above information, the Airport Operator verifies the QC points assigned to a given type of aircraft, specified in the QC table referred to in point 3.4, and notifies the carrier and the Coordinator about the results. Any changes to the existing QC points will be introduced into the coordination system two times a year, before preliminary coordination of each season, as per the status on the day on which coordination parameters are announced.

The above mentioned information should be submitted to the Airport Operator at: [monitoringhalasu@ppl.pl](mailto:monitoringhalasu@ppl.pl) for the attention of the coordinator (at [poland@acl-international.com](mailto:poland@acl-international.com)). In cases described in points a) and b) above, relevant aircraft noise certificates should be attached.

- 3.11 In case of ad hoc night operations and operations requested outside of the Airport Operator's office hours, with an aircraft type not included in the table referred to in point 3.4, the value assumed by the OCS system will be 99 QC points. Additionally, the carrier should at the earliest convenience submit a relevant noise certificate in line with process described in point 3.10
- 3.12 Requests as described in 3.10 for change in QC points and allocation of points to aircraft not included in the table will be processed Monday to Friday (except for holidays) between 07:30÷15:30 LT.
- 3.13 The QC Table, containing general data on points assigned to each type of aircraft, without identifying their operator, is published on Chopin Airport's website at <https://www.lotnisko-chopina.pl/en/quota-count-system.html>. and the Coordinator's website at <https://www.acl-uk.org/wp-content/uploads/2017/08/QCS-BASIC-PRINCIPLES.pdf>. This QC table was created only for information purposes.

## 4. QC Point Limit for night time

- 4.1 The sum of QC points for all operations planned for each night may not exceed the QC Point Limit determined for a given schedule season.
- 4.2 In order to determine the QC Point Limit, noise levels for given aircraft types are assumed, calculated as logarithmic mean.

- 4.3 The QC Point Limit value is annually verified by PPL's Noise Monitoring Section after the end of the winter season, based on summer and winter fleet structure data, current QC points for aircraft and results of noise monitoring in the environment.
- 4.4 Regardless of the periodical verification, the QC Point Limit value may be changed for a given scheduling season depending on the noise monitoring results, as well as obligations imposed on the Airport Operator by legal acts or administrative decisions.

## 5. DELAYED FLIGHTS

- 5.1 Air operations forming a part of a series of slots may operate without requesting a new slot in case of delays (unplanned, beyond the carrier's control) which do not result in delaying the time of operation beyond 0600 hrs LT on the following day (with respect to the planned date of operation specified in the allocated slot). Otherwise, the Station Manager, an authorised local representative or GHA is required to obtain a new slot for the delayed operation prior to operating.
- 5.2 Ad hoc and GA operations must obtain a new slot following delays of more than 2 hours.
- 5.3 Carriers with access to the OCS system are required to modify allocated slots on their own.
- 5.4 Carriers without access to the OCS system are required to apply for allocation, change or cancellation of a slot in writing (in the form of IATA SCR – SSIM Chapter 6 messages), submitting the request to the relevant e-mail address:
- a) [slots@acl-international.com](mailto:slots@acl-international.com) – during ACL office hours;
  - b) [slots@acl-international.com](mailto:slots@acl-international.com) – outside ACL office hours, with a copy to [waw-schedule@ppl.pl](mailto:waw-schedule@ppl.pl);
  - c) In case of a GA operation, to the address of a relevant GHA (see item 11.3.).
- 5.5 All delayed operations and any slot discrepancies are subject to slot monitoring by ACL in accordance with the EU Slot Regulation and the relevant Polish regulations.
- 5.6 Operations intentionally delayed or performed with slot violation cannot be operated and are subject to financial sanctions. The sanctioning process is initiated by ACL as per Article 14(5) of EU Slot Regulation and Polish Action Guidelines in case of suspected breach mentioned in art. 14(5) of Council Regulation (EEC) No. 95/93', hereinafter referred to as the Guidelines. In case of planned/intentional delays of air operations (not for reasons beyond the control of the carrier), the Station Manager, an authorised local representative or GHA is required to request a change of slot.

## **6. AHEAD OF SCHEDULE OPERATIONS**

- 6.1 Carriers should do everything possible to avoid arriving early but especially so when an early arrival will utilise QC points that have not been allocated to that particular flight. Carriers should where possible for example hold at the origin to avoid arriving early if flight times are expected to lead to an early arrival.
- 6.2 In exceptional circumstances air operations forming a part of a series of slots may operate without requesting a new slot if the operation was moved to an earlier time for unplanned reasons beyond the control of the carrier. Otherwise, the Station Manager, an authorised representative or GHA is required to obtain a new slot for the early operation prior to operating.
- 6.3 Morning operations planned for day time may not be intentionally performed ahead of schedule, if, as a result, the take-off or landing would take place in the night time. A new slot with changed time must be obtained for operations scheduled for day time to be performed in night time.
- 6.4 Departure operations can not be planned to perform earlier than the allocated slot (SOBT), it means EOBT can not be earlier than SOBT.
- 6.5 Carriers with access to OCS are required to modify allocated slots on their own.
- 6.6 Carriers without access to OCS are required to apply for allocation, change or cancellation of a slot in writing (in the form of IATA SCR – SSIM Chapter 6 messages), submitting the request to the relevant e-mail address:
  - a) [slots@acl-international.com](mailto:slots@acl-international.com) – during ACL office hours;
  - b) [slots@acl-international.com](mailto:slots@acl-international.com) – outside ACL office hours, with a copy to [waw-schedule@ppl.pl](mailto:waw-schedule@ppl.pl);
  - c) in case of a GA operation, to the address of a relevant GHA (see item 11.3.).
- 6.7 All operations performed ahead of schedule and any slot discrepancies are subject to slot monitoring by ACL in accordance with the EU Slot Regulation.
- 6.8 Operations intentionally moved ahead of schedule or performed with slot violation cannot be operated and are subject to sanctions in accordance with the Guidelines. If the operation is intentionally moved ahead of schedule, a slot modification or new slot must be first obtained in each case.

## **7. SLOT MANAGEMENT PROCEDURE OUTSIDE ACL'S OFFICE HOURS (OUT OF HOURS)**

- 7.1 All slot requests should be submitted (in the form of IATA SCR – SSIM Chapter 6 messages) during ACL's office hours to ACL only (at [slots@acl-international.com](mailto:slots@acl-international.com)).
- 7.2 Outside ACL's office hours, WAW Ops (Warsaw Chopin Airport Operations Bureau) is responsible for handling slot requests that have not been automatically processed by the OCS system. Warsaw F. Chopin Airport's Operational Bureau

(WAW Ops) assists in the allocation of slots by processing slot requests through entering it into the OCS system for carriers without access to the OCS system and only in case of requests for cancellation or modification of a slot or allocation of a new slot for an ad hoc operation or sudden schedule changes for the current day. All other slot requests must be submitted to ACL during ACL's office hours.

- 7.3 Requests should be made as much in advance as possible and should be kept to a minimum.
- 7.4 Carriers with access to the OCS system should apply for a new slot or cancellation or modification of a slot via the OCS.
- 7.5 Carriers without access to the OCS system are required to apply for allocation, change or cancellation of a slot in writing (in the form of IATA SCR – SSIM Chapter 6 messages), submitting the request to the relevant e-mail address:
  - a) [slots@acl-international.com](mailto:slots@acl-international.com) – with a copy to [waw-schedule@ppl.pl](mailto:waw-schedule@ppl.pl); reply generated by the OCS is sent to the carrier to the e-mail address from which the request was received;
  - b) in case of a GA operation, to the address of a relevant GHA (see item 11.3.).
- 7.6 Carriers are responsible for ensuring that the requested slots or changes thereto are allocated. In case no confirmation is received, the slot remains unauthorised.

## **8. THE “CORE NIGHT” RULE**

- 8.1 Operations which are to be performed during the Night Quota Period must not be scheduled to operate during the Core Night Period.
- 8.2 In the Core Night Period operations listed in point 9.1 and operations forming part of a series which are operationally delayed (beyond their reasonable control) as well as diverted inbound flights are permitted to operate in the Core Night.
- 8.3 Positioning and ad-hoc operations are not permitted in the Core Night Period.
- 8.4 Intentional and repeated violation of the Core Night rule may result in the removal of the carrier's historic rights to the slot as per Article 14(3) and (4) of the EU Slot Regulation.

## **9. EXTRAORDINARY CIRCUMSTANCES**

- 9.1 According to EU Slot Regulation, the following operations are exempt from the slot coordination process:
  - a) State flights (STATE, HEAD, GARDA),
  - b) Emergency landings,
  - c) Humanitarian flights (HUM, HOSP, SAR).
- 9.2 Operations specified in item 9.1 use up airport capacity, therefore carriers performing state and humanitarian flights are required to inform ACL about such operations in advance.
- 9.3 Emergency landings must be reported to ACL as soon as possible after the operation has taken place.

- 9.4 The above mentioned operations use up the QC Point Limit for the night in which the operation is performed.
- 9.5 The above is done for monitoring purposes.

## 10. PROCEDURE CONCERNING OPERATION OF AIRCRAFT WITH A HIGHER CODE THAN THE AERODROME REFERENCE CODE

- 10.1 Warsaw Chopin Airport may be used by aircraft with higher reference code than the aerodrome reference code for performing commercial flights, subject to consent of the Airport Operator, or as an alternate aerodrome.
- 10.2 The procedure is applicable to air operations performed by the following aircraft:

No	Typ SP	Code
1.	Airbus 380-800	4F
2.	Antonov AN-124-100	4F
3.	Boeing 747-8	4F
4.	Lockheed C5A/B Galaxy	4F

- 10.3 In the above cases ACL contacts the Airport Duty Officer each time before allocating a slot at +48 22 650 15 55 or +48 22 846 11 00 / Fax: +48 22 650 22 55 / E-mail: dpwaw@ppl.pl AFS: EPWAYDYX to obtain the consent.
- 10.4 ACL informs the carrier.

## 11. REVIEW

- 11.1 This Local Rule will be reviewed on the request by the Airport Operator or the Competent Authority for noise if evidence indicates that carriers are operating in a way other than specified in this document resulting in the risk of the permissible levels of aviation noise being exceeded outside the restricted use area established for Chopin Airport.
- 11.2 The members of the Coordination Committee commit to review the Local Rule in good faith to ensure compliance with the Regulations and Laws related to night noise at Warsaw Chopin Airport.

## 12. CONTACT DETAILS

- 12.1 Airport Coordination Limited

**Email:** Slot requests in SCR format: [slots@acl-international.com](mailto:slots@acl-international.com)  
**General queries:** [poland@acl-international.com](mailto:poland@acl-international.com)  
**Technical support from ACL:** [help@acl-uk.org](mailto:help@acl-uk.org)  
**Tel.:** +44 208 564 0637  
**Fax:** +44 208 564 0691  
**Website:** Slot availability:

[www.online-coordination.com](http://www.online-coordination.com)

**General information:**

[www.acl-international.com](http://www.acl-international.com)

**Alternative access to the OCS system** (in the event of failure of the main system):

<https://acl-ocs.co.uk/Default.aspx>

**Office hours:** Monday - Friday (except for UK holidays). Winter: 0830 – 1700 UTC, Summer: 0730 – 1600 UTC

## 12.2 Warsaw F. Chopin Airport Operations Bureau

**Email:** [waw-schedule@ppl.pl](mailto:waw-schedule@ppl.pl)

**Tel.:** +48 22 650 4393

**Note:** Contact WAW Ops for new/slot change/slot cancellation requests other than GA/BA outside ACL office hours planned for ad hoc operations when ACL is not available.

## 12.3 Ground Handling Agents

### Excel Handling Ltd

**Email:** [polandops@excel-handling.com](mailto:polandops@excel-handling.com)

**Tel.:** +48 22 650 3394

### LS Airport Services

**Email:** [eaops@lsas.aero](mailto:eaops@lsas.aero)

**Tel.:** +48 22 650 4309

### Welcome Airport Services

**Email:** [executive.waw@welcome-as.pl](mailto:executive.waw@welcome-as.pl)

**Tel.:** +48 22 243 0432

**Note:** Contact GHA for new/slot change/slot cancellation requests for GA operations.

## 13. DEFINITIONS AND ABBREVIATIONS

<b>ACL</b>	Airport Coordination Limited – Flight Schedule Coordinator.
<b>Ad hoc operation</b>	Any operation that is not part of a series of slots.
<b>Airport Operator</b>	Warsaw Chopin Airport (Lotnisko im. Chopina w Warszawie)
<b>Core Night Period</b>	23:30 – 05:30 LT.
<b>Emergency landing</b>	Any landing of aircraft due to unforeseen emergency circumstances.
<b>EU Slot Regulation</b>	Regulation (EC) No 793/2004 amending Council Regulation (EEC) No 95/93 on common rules for the allocation of slots at Community airports
<b>GARDA flight</b>	A flight for the purpose of performing tasks related to public safety, public order and the protection of a state border.
<b>General Aviation</b>	Any air traffic not falling into one of the following categories: air carrier operations, state flights, humanitarian flights, test flights and positioning flights
<b>GHA</b>	Relevant Ground Handling Agent
<b>Guidelines</b>	Polish Action Guidelines in case of suspected breach mentioned in art. 14(5) of Council Regulation (EEC) No. 95/93
<b>HEAD flight</b>	Operation of Polish aircraft assigned by the Head of the Government Protection Bureau, as well as an operation exclusively for the purpose of transporting, on an official mission, a reigning Monarch and his/her immediate family, a head of state, President of the

	Parliament or its chamber, a head of government, or a person occupying an equivalent position.			
<b>HOSP flight</b>	A flight performed for the purpose of providing medical assistance applied for by the medical entities.			
<b>HUM flight</b>	A flight of an aircraft involved in a humanitarian action.			
<b>IATA</b>	International Air Transport Association			
<b>Night Quota</b>	QC points available or allocated.			
<b>Night Quota Period</b>		<b>SUMMER Scheduling Season</b>	<b>WINTER Scheduling Season</b>	
	<b>Night time</b>	<b>Arrival</b>	from 19:55 to 04:15 UTC	from 20:55 to 05:15 UTC
		<b>Departure</b>	from 19:45 to 03:50 UTC	from 20:45 to 04:50 UTC
	<b>Day time</b>	<b>Arrival</b>	from 04:20 to 19:50 UTC	from 05:20 to 20:50 UTC
		<b>Departure</b>	from 03:55 to 19:40 UTC	from 04:55 to 20:40 UTC
<b>OCS</b>	Online Coordination System			
<b>Operations Bureau (WAW Ops)</b>	Warsaw Chopin Airport Operations Bureau acting as an intermediary assisting in the allocation of slots by processing slot requests through the OCS for carriers without access to the OCS with respect to ad hoc slot allocation/modification/cancellation requests outside the Coordinator's office hours.			
<b>QC</b>	Quota Count, a points rating assigned to the arrival or departure of an aircraft type based on its noise.			
<b>QC Point Limit</b>	The total limit of QC points as declared by the Airport Operator allocated to operations at WAW Airport.			
<b>Regular Carrier</b>	An air carrier operating a series of slots at Warsaw F. Chopin Airport.			
<b>SAL</b>	Slot Allocation List, distributed after Initial Coordination.			
<b>SAR flight</b>	A flight performed for the purpose of a search and rescue action			
<b>SCR</b>	A message modifying the flight schedule – correspondence between an air carrier and a flight schedule facilitator/coordinator at a given airport (Slot Clearance Request/Reply).			
<b>Series of slots</b>	At least five slots allocated in a given scheduling season in such a way as to enable the regular performance of operations at the same time on the same day of the week, or, if it is not possible, allocated at a similar time.			
<b>Slot</b>	Permission issued by the Coordinator to an air carrier for him to use all the resources of the airport's infrastructure necessary to perform an air operation of take-off or landing at a coordinated airport at a specific date and time.			
<b>SSIM</b>	Standard Schedules Information Manual, an IATA document defining guidelines for common standards and procedures regarding the flight schedule.			
<b>State flight (STATE status)</b>	Flight of a state owned aircraft or a civil aircraft on military, police, customs and border guards' missions.			

