

GUIDELINE ON AIRPORT SLOT COORDINATION  
OF  
NIGHT FLIGHTS  
AT  
VIENNA AIRPORT

**Preamble:**

As the result of the mediation process between neighbour communities, regional authorities and aviation stakeholders regarding the construction of a parallel runway at Vienna Airport, a mediation agreement was signed which provides for a limitation of flight movements during nighttime. Details of this agreement are available on the internet [www.dialogforum.at](http://www.dialogforum.at).

The elements of this agreement came into force on January 1<sup>st</sup>, 2007. Based on the number of operated aircraft movements during night hours in 2006, with the objective to reach the quota of 3.000 Night Movements in the year of the inauguration of the third runway.

## 1. Definitions:

<b>Night Period:</b>	Daily from 23:30 to 05:30
<b>Night Planning Period:</b>	Departures from 23:20 to 05:15 Arrivals from 23:40 to 05:35
<b>Night Shoulder Period:</b>	Departures from 23:00 to 23:15 and 05:20 to 05:55 Arrivals from 23:00 to 23:35 and 05:40 to 05:55
<b>Night Movement:</b>	An aircraft take-off or landing during the Night Period.
<b>Night Flight:</b>	An arrival or departure <b>scheduled</b> during the Night Planning Period.
<b>Movements Limit:</b>	The maximum permitted number of Night Movements in a season.
<b>Calculation basis:</b>	Sum of operated Night Movements during calendar year 2006.
<b>Target:</b>	3.000 Night Movements during the year of inauguration of the third runway.
<b>Rate of decrease:</b>	Effective January 1 <sup>st</sup> , 2007, in equal steps per year to reach 3.000 movements by the year of inauguration of the 3 <sup>rd</sup> runway. Should the inauguration of the third runway be delayed or the runway not be constructed at all, the decrease of Night Movements will be suspended effective 2010. As soon as a building decision is obtained, the decrease has to be continued with the objective to reach the quota of 3.000 Night Movements in the year of inauguration.
<b>EU-Regulation:</b>	EU-Regulation 95/93 as amended.
<b>Austrian Regulation</b>	Regulation 155/2008 of the Ministry of Transport, Innovation & Technology
<b>GA/BA</b>	General-& Business Aviation

## 2. General:

- 2.1 Airport slot coordination for night flights will be performed in accordance with relevant EU-regulations, Austrian law, IATA-guidelines, and this "Guideline on airport slot coordination of night flights at Vienna airport".
- 2.2 The limit of movements is determined and managed by Vienna Airport Plc including approval of unplanned Night Movements. Schedule Coordination Austria GmbH (SCA) is responsible for slot coordination and monitoring of planned operations.
- 2.3 The Night Period (23:30-05:30) is based on runway take-off and landing times. Slot coordination is based on block-on / block-off times. To consider typical taxi times, the Night Planning Period for departures is 23:20 – 05:15 and for arrivals 23:40 – 05:35.
- 2.4 A quota for delays will be deducted from the available capacity determined by Vienna Airport plc for the coordination during the Night Period.
- 2.5 Aircraft operators are committed to make all attempts not to operate flights coordinated outside the Night Planning Period, within the Night Period. They shall inform the coordinator (where appropriate) and the airport operator as soon as possible about any operational changes of such flights.
- 2.6 The New Entrant Rule according to the EU-Regulation is not applicable during the Night Planning and Night Shoulder Period. Slot swaps during Night Planning and Night Shoulder Period will only be permissible within the same airline during the same night and are subject to the coordinator's approval.
- 2.7 Positioning flights, training flights and technical stops during the Night Planning and Night Shoulder Period will only be accepted on an ad-hoc basis and subject to availability.
- 2.8 This "Guideline on airport slot coordination of night flights at Vienna airport" is valid until further notice.

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### **3. Historical Rights:**

- 3.1 Airlines with historical rights during the Night Planning and Night Shoulder Period in S06 – or W06 season obtained the same rights in the following corresponding season upon request, if the 80/20 rule was fulfilled.
- 3.2 The calculation of the 80/20 rule is based on the slots held at the Historics Baseline Date (August 31<sup>st</sup> or January 31<sup>st</sup>).
- 3.3 To be counted as correctly performed:
  - 3.3.1 80% of the flights of a series must be operated during the same night as requested, and
  - 3.3.2 80% of the flights of a series must be operated plus or minus 30 minutes of the allocated slot.
- 3.4 As soon as the criteria mentioned under 3.3 cannot be reached anymore, the historical priority of the series in question is lost. The series in question can be used by the carrier until the end of the season as a temporary slot.
- 3.5 Change of allocated slots:
  - 3.5.1 Changes of allocated slots to maintain historical priority are not accepted.
  - 3.5.2 Only complete series of slots (duration of the period according to database at the Historics Baseline Date) can be changed regarding the timing (same night) and/or destination without effect on the 80/20 rule. Any change of the series after the first flight operation will result in the loss of the historical priority.
  - 3.5.3 Changes of single flights of a series after the start of the season will have an effect on the 80/20 rule.
- 3.6 The transfer of historical rights to another airline will not be accepted.
- 3.7 New flight series from season S07 onwards during Night Planning and Night Shoulder Period cannot obtain historical rights.
- 3.8 Historical rights from a daytime slot cannot be transferred into Night Planning and Night Shoulder Period.

### **4. Distribution of quota of available night slots:**

After calculating the quota for delays and the allocation of historic flights, the night slots that are still available will be held in a quota for remaining requests.

### **5. Coordination Process:**

- 5.1 Slot-requests based on historical rights from the corresponding previous season, will be allocated during initial coordination.
- 5.2 Slot series which cannot be confirmed during initial coordination will be put on a waiting list.
- 5.3 According to the availability, all other slot-series will be allocated on a provisional basis and without entitlement for historical rights after the IATA SC.
- 5.4 Night slots that are not based on historic rights will be confirmed with
  - Action code "T" and
  - Status information tag "NIGHTRESTR"in the Score database, subject to availability.
- 5.5 The priorities for the allocation from the night flight pool are as follows:
  - a) Extensions of existing slot series holding historical rights (also single flights, the extension itself does not create historical rights)
  - b) Slot series having been confirmed in the corresponding previous season
  - c) New slot series
- 5.6 Requests for single flights will be accepted and provisionally coordinated only after the Historics Baseline Date for the relevant season.

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- 5.7 Slot requests for GA/BA flights are accepted maximum 28 days ahead of the planned operation.
- 5.8 For each season a waitlist will be maintained of all outstanding requests. This waitlist will be reviewed regularly to replenish any slot capacity available by cancellations or changes. Criteria for the waitlist-handling are number of frequency, extensions of already coordinated slot series, sequence of requests, etc.

Information:

This guideline will be applied by SCA Schedule Coordination Austria until revoked.

SCA Schedule Coordination Austria reserves the right to change this guideline at any time without further notice in accordance with Regulation 95/93 of the European Union as amended and the "Slot Coordination Regulation" 155/2008 of the responsible Austrian Federal Ministry.