



Important Information for Scheduling Managers of Carriers Operating or Intending To Operate to/from Airports Located in the Federal Republic of Germany

30.09.2008

Coordination of Summer Schedules 2009

This office has started the preparations for the initial coordination of flights planned to be operated during the Summer Season 2009 to/from airports within the Federal Republic of Germany. The submission deadline for all schedule requests for this season is

Thursday, 9th October, 2008

This deadline had been agreed upon at the last Schedule Conference - SC in Boston. Again I would like to point out that all applications have to be submitted:

By SITA-Telexes to our address: **FRAZTXH**
Or via email to: **FRAZTXH@fhkd.org**

Applications have to be formatted according to **SSIM-Manual, Chapter 6, exclusively.** Applications in any other form cannot be accepted.

I then should like to draw your attention to following points:

1. The Summer Season 2009 will extend as follows:
First day: Sunday, March 29th, 2009
Last day: Saturday, October 24th, 2009
2. Following airports are coordinated or schedule facilitated according to Article 2 of the Council Regulation (EEC) No. 793/2004, amending Council Regulation (EEC) No. 95/93 on common rules for the allocation of slots at Community airports

Frankfurt (FRA)

Berlin Airports: *

Berlin-Tegel (TXL)

Berlin-Schönefeld (SXF)

*** see also section 3 – „Berlin-Airports“**

Duesseldorf (DUS)
Munich (MUC)
Stuttgart (STR)
Cologne/Bonn (CGN)
Hamburg (HAM)
Hanover (HAJ)
Bremen (BRE)
Erfurt (ERF)
Dresden (DRS)
Leipzig (LEJ)
Nuremberg (NUE)
Saarbruecken (SCN)
Muenster-Osnabrueck (FMO)

The IATA Worldwide Scheduling Guidelines (WSG) – latest edition, and its appendices refer where applicable.

3. Please be herewith informed about the slot situation and capacity parameter changes, at following airports:

Duesseldorf Airport

Slot problems have to be expected at all times except Saturday afternoon and Sunday morning! This **office is obliged to adhere to the administrative coordination parameters for Duesseldorf Airport in a stringent manner**. For details of the parameters valid for Duesseldorf Airport please visit our website: “news and infos – DUS parameters”. The mentioned parameters are valid for the remainder of the summer season 2008, for the winter season 2008/2009, and for the summer season 2009.

This office will inform all air carriers operating/intending to operate into Duesseldorf airport about any development in this field. Further details may also be obtained from this office.

Air carriers operating and intending to operate suitable aircraft types may plan their schedules for Duesseldorf Moenchengladbach (MGL), which is operated by Duesseldorf Airport. Please note, that this airport is located some 20 minutes away from Duesseldorf and has all necessary facilities. **No slot problems have to be expected at Duesseldorf Moenchengladbach Airport (MGL) !**

Frankfurt Airport

Most severe slot problems have to be expected daily !

Stuttgart Airport

Slot problems have to be expected in the morning and in the afternoon.

Berlin-Airports

Tegel Airport (TXL)

Slot problems have to be expected in the morning and in the evening except Saturdays and Sundays.

The actual number of movements which may be accommodated depends on the requested **mix of aircraft and their** respective itineraries.

In case you cannot obtain suitable slots for Berlin-Tegel Airport, you may also use **Berlin Schoenefeld (SXF)** as an alternative.

No operations into **Tegel Airport** by aircraft not complying with ICAO-Annex, 16, Chapter 3, will be accepted.

Tempelhof Airport (THF)

The Berlin Authorities have decided to close Tempelhof Airport as from the beginning of the winter season 2008/2009, onwards! Consequently, no schedule request for this airport can be accepted. Carriers are kindly invited to file any request for the winter season to Berlin-Schoenefeld (SXF) or Berlin-Tegel (TXL).

Carriers concerned may receive SHL messages for Tempelhof, based on the last summer season 2008. It has to be noted that such messages are **for information only. They will not grant any claim for operating into Tempelhof Airport.** However, this office will try to accommodate all schedule requests at Tegel Airport with times similar to those valid for summer 2008 in Tempelhof.

Munich Airport

Considerable slot problems have to be expected daily, in particular in the morning and in the afternoon/evening.

The quota for night operations read as follows:

Up to 28 movements may be accommodated per night between 22:00-23:30 and 05:00-06:00 LT, provided that such flights are planned to be operated by aircraft complying with ICAO Annex 16/3.

Flights planned to be operated by aircraft type complying with the "Munich list" may be accommodated, with the exception of the time between 23:30 and 05:00 LT, without limitations. Consequently, you are urged to indicate the planned aircraft subtype code when filing any application for the a.m. night times.

For security reasons, following additional local rules will apply for flights to/from Israel:

a) Airlines not located in Israel:

First alternative: 3 **departures** per 150 minutes, provided that the aircraft mix for such flights during this time interval will be 2 departures with aircraft category B767 or smaller plus 1 departure with aircraft category A320/321 or smaller.

Second alternative: 2 **departures** within 150 minutes, provided that the aircraft mix for such flights during this time interval will be 1 departure with aircraft categories A340/B747/B777 or smaller plus 1 departure with aircraft category A320/321 or smaller.

b) Airlines located in Israel:

Departures see a) Arrivals: 2 arrivals per 60 minutes. However, only 1 arrival with aircraft category A340/B747/B777/B763/B753 may be accommodated during this time interval

Further details may be obtained from this office.

Cologne / Bonn Airport

All aircraft **not** complying with the attached "Bonus-list" may not land and/or take off at Cologne/Bonn Airport between 22:00 and 06:00 LT.

Existing services may be operated further. Please contact the airport authority for details.

Please note also, that Cologne / Bonn Airport is located some 50 kilometers away from Duesseldorf airport, only. Consequently, Cologne / Bonn Airport may be used as an alternate for Duesseldorf Airport.

Leipzig Airport

The status of Leipzig has been changed to "schedule facilitated" ("level 2")

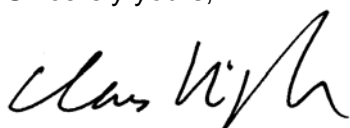
Nuremberg, Hannover, Erfurt Airport:

For night operations, please check the German "Bonus-list".

Further details, including histograms for the coordinated airports may be obtained from this office.

Thank you in advance for your cooperation.

Sincerely yours,



Claus Ulrich

Aircraft

Which Can Be Operated Into Duesseldorf Express Airport MGL:

Type	Wingspan*	MTOW*
	m	Kg
ARO RJ	26,21	39.915
ATR 72	27,05	21.500
Bae ATP	30,63	23.678
ATR 42	24,57	16.700
FK 50	29,00	20.820
DHC 7	28,35	21.319
DHC 8/300	27,43	18.642
DHC 8/100	25,91	15.650
SH 360	22,81	12.292
Saab 340 B	21,44	13.155
DO 328	20,98	13.990
SH 330	22,76	10.387
Bae-J41	18,29	10.886

The list will be updated.

Aircraft having less than 30 seats are not mentioned herein.

(as per: "Jane's All The World's Aircraft")

"Bonus-List" As Published by the German Federal Ministry of Transport on 18th February 2003

For departures:	McDonnell Douglas MD 90
Tupolew 204	McDonnell Douglas DC 10
all aircraft with a MTOW not exceeding 25t	Bae 146/AVRO RJ-Series
Fokker 70/100	McDonnell Douglas DC 8-70-Series
Gulfstream IV/V	Airbus 340
Boeing 737 Types 300/400/500/800	Boeing 747-400
Boeing 757	Boeing 717
Airbus A319/320/321	Canadair RJ
Boeing 767	Dash 8/400
Airbus 300	
Airbus 310	
Airbus 330	
Boeing 777	
Boeing 727-100 Reengined with 3 Tay-engines	
Lockheed 1011	
McDonnell Douglas MD 11	

For arrivals

Tupolew 204

all aircraft with a MTOW not exceeding 25t

Fokker 70/100

Gulfstream IV/V

Boeing 737 Types 300/400/500/800

Boeing 757

Airbus A319/320/321

McDonnell Douglas MD 80-Series

Boeing 767

Airbus 300

Airbus 310

Airbus 330

Boeing 777

Boeing 727-100 Reengined with 3 Tay-engines

McDonnell Douglas MD 11

McDonnell Douglas MD 90

McDonnell Douglas MD 10-30

Bae 146/AVRO RJ-Series

McDonnell Douglas DC 8-70-Series

Airbus 340

Boeing 747-400

Boeing 717

Canadair RF

Dash 8/400

Noise Point Categories, Night Movements, Frankfurt-Airport

<p>Noise point for each operation: 1 Category 1: LAZ - 69,9 dB(A) All Chap. 3-jet-aircraft with MTOW < 34 t All propeller-aircraft with MTOW < 34 t All helicopters A 319, A 320, A 321, A 318 AN 72/74 B 717 B 737-300 through 900 B 757</p> <p>B Ae146/Avro RJ Fokker 70 Fokker 100 Gulfstream IV/V L 188 MD 90</p>	<p>Noise points for each operation: 2 Category 2: LAZ 70,0 - 73,9 dB(A) A 300 A 310 B 727-100 Reengined B 767 B 777 DC 6 IL 18 TU 204 YK 42/142</p>
<p>Noise points for each operation: 4 Category 3: LAZ 74,0 - 76,9 dB(A) A 340 A 330 AN 12 B 727 Hushkit L 1011 (Tristar) DC 8-70-Serie DC 9 Hushkit IL 96 MD 80 through MD 88 MD 11 SC 5 (Shorts Belfast)</p>	<p>Noise points for each operation: 8 Category 4: LAZ 77,0 - 79,9 dB(A) AN 22 B 11 Hushkit B 737-200 Hushkit B 747-S TU 154 B 747-400 DC 10</p>
<p>Noise points for each operation: 16 Category 5: LAZ 80,0 - 82,9 dB(A) B 747-100 through 300 IL 62</p>	<p>Noise points for each operation: 32 Category 6: LAZ 83,0 - 85,9 dB(A) ./.</p>
<p>Noise point for each operation: 64 Category 7: LAZ 86,0 dB (A) and over AN: 24</p>	

Note:

Further details may be obtained by Frankfurt Airport (Fraport).