

**IMPORTANT INFORMATION FOR SCHEDULING MANAGERS
 OF CARRIERS OPERATING OR INTENDING TO OPERATE TO/FROM
 AIRPORTS LOCATED IN THE FEDERAL REPUBLIC OF GERMANY**

06.10.2011

Coordination of Summer Schedules 2012

This office has started the preparations for the initial coordination of flights planned to be operated during the Summer Season 2012 to/from airports within the Federal Republic of Germany. The submission deadline for all schedule requests for this season is

Thursday, 13th Oct, 2011 (23:59 UTC)

This deadline had been agreed upon at the last Schedule Conference - SC in Gothenburg.

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 also should like to draw your attention to following points:

1. The Summer Season 2012 will extend as follows:
First day: Sunday, March 25th, 2012
Last day: Saturday, October 27th, 2012
2. The 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

• Coordinated Airports	• Facilitated Airports
• Berlin Airports (TXL, SXF/ BER)	• Bremen (BRE)
• Duesseldorf (DUS)	• Cologne/Bonn (CGN)
• Frankfurt (FRA)	• Dresden (DRS)
• Munich (MUC)	• Erfurt (ERF)
• Stuttgart (STR)	• Hamburg (HAM)
	• Hanover (HAJ)
	• Leipzig (LEJ)
	• Muenster-Osnabrueck (FMO)
	• Nuremberg (NUE)
	• Saarbruecken (SCN)

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

3. Frankfurt Airport:

After suffering from severe capacity problems during the past years, a substantial expansion program has begun at FRA. This expansion program will increase the parameters significantly within the next 10 years from currently 81-84 movements incrementally to 126 movements per hour in the year 2020 (planned). Beginning with the W11 scheduling season, a new runway, for arrivals only, will go into operation. This will be followed by apron expansions, aircraft parking and terminal capacity increases in the coming years.

The hourly parameters for S12 will increase nominally by 12% from 81-84 to 92-94 (depending on the time of the day). However, a new and operationally more realistic method of calculating the rolling hour (including actual standard taxiing times which were last changed in 1984) will result in a fewer number of additionally available slots at certain hours. This method is expected to increase both punctuality and slot adherence at the airport. Therefore, please see attachments 1 and 2 showing the historical utilization of FRA.

Additionally, there will be a new night flying regulation for the time range 22.00 - 06.00 LT, allowing, on an annual basis, an average number of only 150 movements per night for aircraft complying with the specifications of chapter 4 of ICAO noise certification.

Moreover, only 17 movements (within the allotment of 150 movements - see above) are allowed for homebase carriers (with priority for cargo) to operate between 2300-0500 local time. All flights that do not fulfill these requirements have been marked with action code "T" on the SHL and can not be re-allocated at the same timings for S12. By using action codes C/L you may change these timings to newly requested timings outside this new night curfew.

For further details please see our website www.fhkd.org/news&infos/Guideline for the allocation of scarce slots at coordinated German airports/appendix A and B.

4. Berlin Airports:

With the opening of Berlin-Brandenburg Airport (BER) on 03.06.2012 the present Berlin traffic system will be disbanded and the existing traffic situation will be transferred to the new BER Airport.

The hourly parameters for TXL and SXF remain unchanged (until 02.06.2012).

The hourly parameters for BER S12 (from 03.06.2012) allow 73 movements for passenger flights and in total 80 movements for all flights including freighters, ferries, military, government and business/general aviation.

However, a new and operationally more realistic method of calculating the rolling hour (including new standard taxiing times) will result in a fewer number of additionally available slots at certain hours. This method is expected to increase both punctuality and slot adherence at the airport.

Additionally, there will be a new night flying regulation for the new Berlin Airport (BER) from 03.06.2012. In the time between 23:30 and 05:30 LT, no aircraft may take off or land. Exemptions apply for Military-, Government-, Mail- and Ferry-Flights. All flights that do not fulfill these requirements have been marked with action code "T" on the SHL and can not be re-allocated at the same timings for S12. By using action codes C/L you may change these timings to newly requested timings outside this new night curfew.

All arrivals on 02.06.2012 which are planned to overnight in Berlin shall all operate to Berlin Schönefeld (SXF). Airlines are asked to request these overnight arrivals to SXF.

For further details please see our website www.fhkd.org/news&infos/Guideline for the allocation of scarce slots at coordinated German airports/appendix C and D.

5. Please note that – considering that air traffic is increasing further - you may face considerable or even strong slot problems also at the airports of Munich, Duesseldorf, Berlin and Stuttgart.
6. Air carriers operating or 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)! (See attachment 3 “List of suitable aircraft types”).
7. Flights planned to be operated into **Munich** Airport 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 (see attachment 4 “München Liste”).

Thank you in advance for your cooperation.

Sincerely yours,

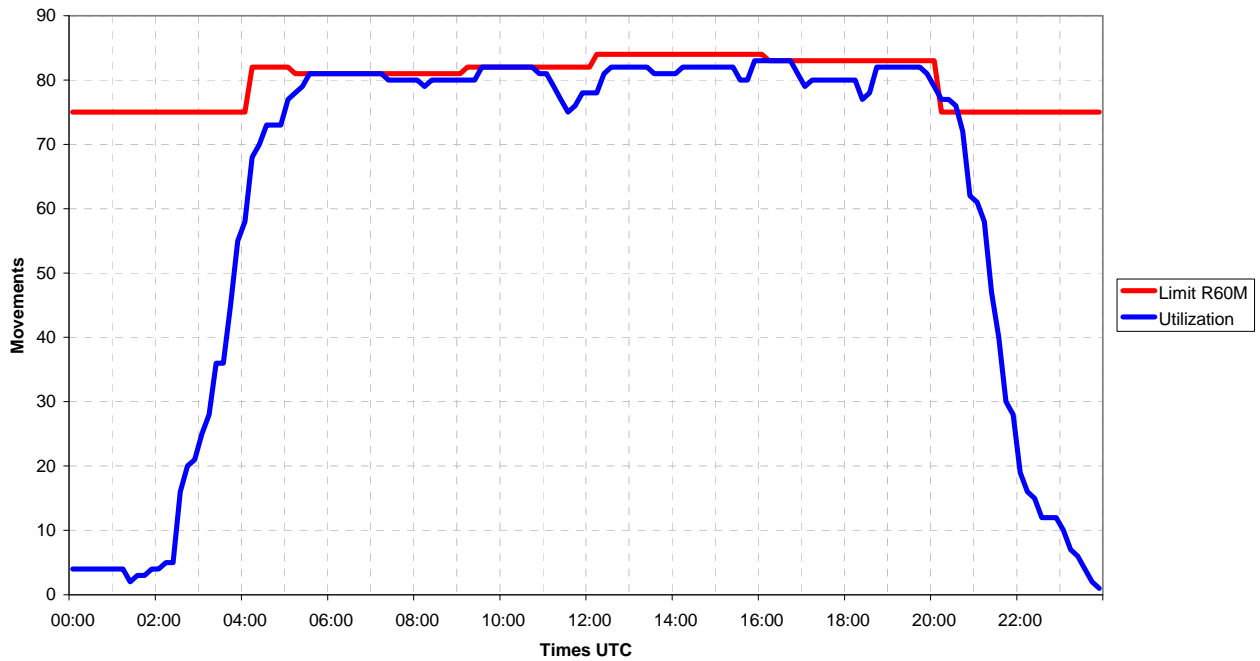
A handwritten signature in black ink, appearing to read 'A. Obert', with a stylized flourish at the end.

Armin Obert

Encl.

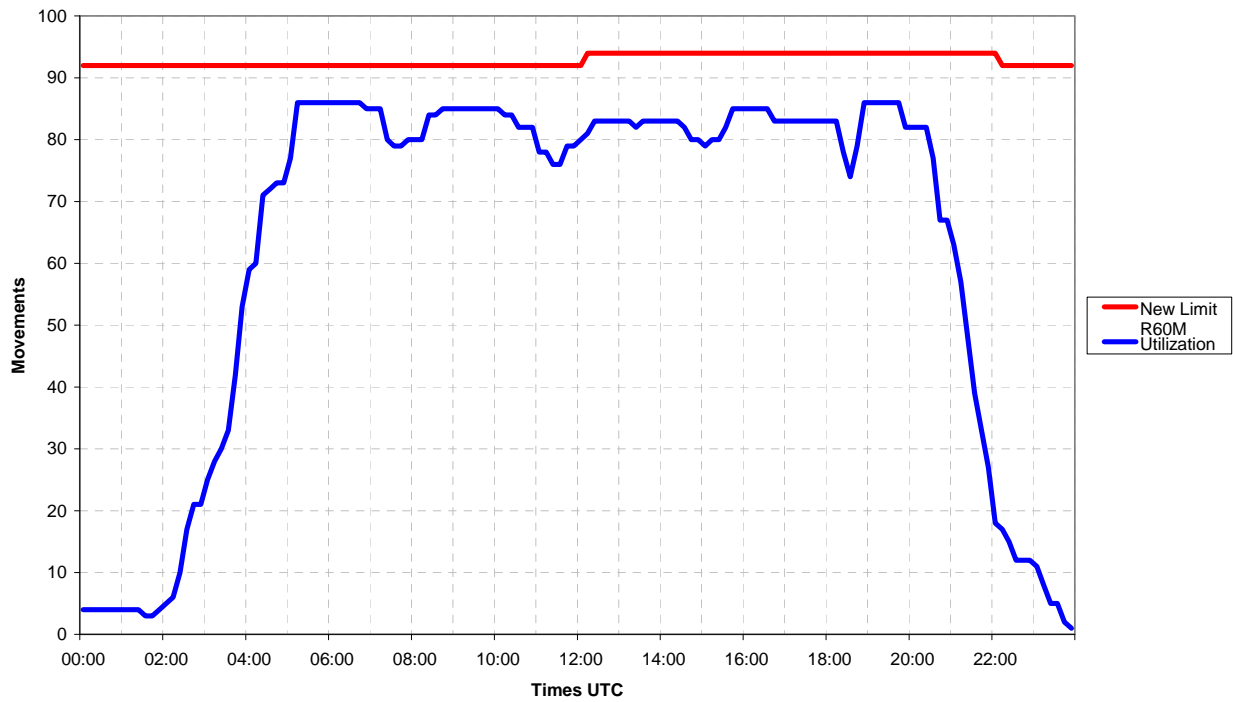
Attachment 1:

Historic utilization FRA S11 typical day
Parameter: Runway 60 minutes mixed (R60M)



Attachment 2:

Historic utilization FRA S12 based on new method of calculation and revised standard taxiing times
Parameter: Runway 60 minutes mixed (R60M)



Attachment 3:

Aircraft

Which Can Be Operated
Into Duesseldorf Express Airport MGL:

Type	Wingspan* m	MTOW* 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

Aircraft having less than 30 seats are not mentioned herein.
(* as per: "Jane's All The World's Aircraft")

Attachment 4:

München-Liste

Stand: Juni 2010

Flugzeugtypen über 12 t

(gemäß Auflage AI1.2 der Änderungsgenehmigung zur Nachtflugregelung vom 23. März 2001, Nr. 315-98/0-G-1 der Regierung von Oberbayern)

TYP/Ver	eMTOM	Antrieb	Münchenliste		
			Start	Ldg	
A318100	63	J2	S	L	Airbus A318-100
A319100	67	J2	S	L	Airbus A319-100
A321100	83	J2	-	L	Airbus A321-100
A321200	89	J2	-	L	Airbus A321-200
AT43, AT44, AT45	17 - 19	T2	S	L	Aerospatiale ATR 42-300-500
AT72	23	T2	S	L	Aerospatiale ATR 72
ATP	23	T2	S	-	BAe ATP
B461, B462, B463	38 - 46	J4	S	L	BAe 146-100-300
B712	53	J2	S	L	Boeing 717 (MD95)
B736	60	J2	S	-	Boeing 737-600
B752(PW 2040)	109	J2	S	-	Boeing 757-200 Triebwerk PW 2040
B752W(PW 2037)	106	J2	S	-	Boeing 757-200 Winglet Triebwerk PW 2037
C680	14	J2	S	L	Cessna 680 Citation Sovereign
C750	16	J2	S	L	Cessna 750 Citation X
CL30	18	J2	S	L	Bombardier Challenger 300
CL60	21	J2	S	L	Canadair CL-60* Challenger
CRJ1, CRJ2, CRJ7, CRJ9	22 - 38	J2	S	L	Canadair Regional Jet
D328	14	T2	S	L	Fairchild Dornier 328
DH8A, DH8C, DH8D	16 - 20	T2	S	L	De Havilland DHC-8-100, 300, 400
E120, E135, E145, E170	12 - 21	J2	S	L	Embraer EMB120, RJ135, RJ145, ERJ170
E1705			S	L	Embraer 175
F100	45	J2	-	L	Fokker 100
F27	21	T2	-	L	Fairchild Ind. FH-227B o. Fokker F27
F27H	17	J2	S	L	Dassault (Breguet Mystere) Falcon 2000
F50	21	T2	S	L	Fokker 50
F70	38	J2	S	L	Fokker 70 (F28 Mk0070)
F900	21	J3	-	L	Dassault (Breguet Mystere) Falcon 900
FA20	13	J2	-	L	Dassault (Breguet Mystere) Falcon 20(C od.
FA50	18	J3	-	L	Dassault (Breguet Mystere) Falcon 50
G200, GALX	16	J2	S	L	Gulfstream G200
GLEX	44	J2	S	L	Bombardier BD-700 Global Express
GLF4, GLF5	34 - 41	J2	S	L	GAC G-IV Gulfstream IV- V
H25B	13	J2	S	L	Hawker Siddeley700, 800 /(BAe 125-800B)
J328	15	J2	S	L	Fairchild Dornier 328JET (328-310)
MD90	71	J2	-	L	Boeing (Douglas) MD-90
RJ70, RJ85, RJ1H	44 - 46	J4	S	L	Bae Avro RJ-70, RJ85, RJ100 Avroliner
SB20	23	T2	S	L	Saab 2000
SF34	13	T2	S	L	Saab SF340A / SF340B

In der München-Liste werden nur Flugzeugtypen mit einem MTOM über 12 t dargestellt. Bei Bedarf von planmäßigen Starts und Landungen, kann bei entsprechender Qualifikation das Luftfahrzeug auch mit einem MTOM kleiner oder gleich 12 t aufgenommen werden.