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To all air carriers and aircraft operators

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Datum

24.06.2022

Temporary reduction of capacity for summer flight plan season 2022 – application of Local Rule concerning CoVID19 FRA / request for slot adjustments for August - October 2022 (Phase 3)

Dear Madam/Sir,

As already communicated with letter from 04 March 2022 and 28 April 2022, for the summer flight plan period 2022 (SFP2022) Fraport AG still expects a reduced performance in particular for terminal procedures due to ongoing, heterogeneous CoVID-19 related restrictions, being subject to short-term modifications.

Related to the application of the Local Guideline, and to contribute to a more stable operational performance, for the total SFP2022 a capacity goal has been agreed, which lies about 5 – 10% below the determined coordination parameters for FRA airport.

The continued need for such reduced capacity goals also in the months of August, September and October 2022 (Phase 3) has been discussed and agreed in the Coordination Committee Frankfurt on 14 June 2022 and 22 June 2022. With the now upcoming **implementation of this capacity goal also in the months of August, September and October (Phase 3)** the number of planned total flight movements is to be limited to:

From 01 August to 31 August:

94 (+2) movements per hour, number of **arrivals and departures** respectively in the morning **54 arrival and 54 departures** respectively per hour and in the afternoon **56 arrivals and 56 departures** respectively per hour

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Vorsitzender des Aufsichtsrates:
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Karlheinz Weimar

Vorstand:
Dr. Stefan Schulte
(Vorsitzender)
Anke Giesen
Michael Müller
Dr. Pierre Dominique Prüm
Dr. Matthias Zieschang

From 01 September to 29 October:

96 (+2) movements per hour, number of **arrivals and departures** respectively in the morning **55 arrival and 55 departures** respectively per hour and in the afternoon **57 arrivals** and **57 departures** respectively per hour.

The goal capacities applicable for the total SFP2022 except August 2022, which are to be reached by slot adjustments by the air carriers, can be taken from the table below:

	Arrival	Departure	Total
06:00 – 13:59			
10 Min. Intervall	13	13	20
30 Min. Intervall	33	31	57
60 Min. Intervall	55	55	96 (+2)
14:00 – 20:59			
10 Min. Intervall	13	13	20
30 Min. Intervall	33	33	57
60 Min. Intervall	57	57	96 (+2)
21:00 – 21:59			
10 Min. Intervall	13	12	20
30 Min. Intervall	32	30	57
60 Min. Intervall	55	53	96 (+2)

The goal capacities applicable for August 2022, which are to be reached by slot adjustments by the air carriers, can be taken from this table below:

	Arrival	Departure	Total
06:00 – 13:59			
10 Min. Intervall	13	13	20
30 Min. Intervall	33	31	57
60 Min. Intervall	54	54	94 (+2)
14:00 – 20:59			
10 Min. Intervall	13	13	20
30 Min. Intervall	33	33	57
60 Min. Intervall	56	56	94 (+2)
21:00 – 21:59			
10 Min. Intervall	13	12	20
30 Min. Intervall	32	30	57
60 Min. Intervall	55	53	94 (+2)

It was agreed that there will be no initially compulsory withdrawal of already allocated slots to reach the new capacity goals; the application of the Local Guideline is based on the principle of voluntariness. The airline can decide which flights to cancel or to retime to meet the temporary airport capacity mentioned above.

The procedure and timeline for Phase 3 can be taken from the table below:

	Phase 1 (April / May)	Phase 2 (June / July)	Phase 3 (August – October)
Time limit for slot adjustment requests by air carriers	14.03.2022 – 18.03.2022	02.05.2022 – 06.05.2022	27.06.2022 – 01.07.2022
Time limit for implementation of slot adjustments by Fluko	21.03.2022 – 25.03.2022	09.05.2022 – 13.05.2022	04.07.2022 – 08.07.2022
Relevant time period concerned in SFP2022	27.03.2022 – 31.05.2022 and slot series for total SFP	01.06.2022 – 31.07.2022	01.08.2022 – 29.10.2022

Therefore, for **Phase 3** air carriers will be requested by Airport Coordination Germany (Fluko Flughafenkoordination Deutschland – "Fluko"), to return, in the period from **27 June to 01 July 2022**, slots and/or make slot changes for the period from 01 August to 29 October 2022, as far as slots, including rotation-related slots, had been allocated to the respective air carriers in the below time frames.

Time range for required slot adjustments for phase 3 during period 01 August 2022 until 31 August 2022								
Timerange	A/ D	Day1	Day2	Day3	Day4	Day5	Day6	Day7
Timerange I	Arr	0450-0750	0450-0620	0840-1030	0500-0750	0920-1050	0450-0740 0820-1030	0550-0700
	Dep	0700-0750		0840-1050	0650-0750	1000-1100	0650-1030	
	Arr/Dep	0900-1050	0650-1100		0910-1050			0840-1110
Timerange II	Arr				13:50-1440			
	Dep	1400-1510		1430-1540		1400-1530		1400-1510
Timerange III	Arr			1740-1840	1740-1750	1740-1750		1740-1750
	Arr/Dep	1800-1850			1800-1900	1800-1850		1800-1900

(Times in UTC)

Time range for required slot adjustments for phase 3 during period 01 September 2022 until 29 October 2022

Timerange	A / D	Day1	Day2	Day3	Day4	Day5	Day6	Day7
Timerange I	Arr	0530-0620			0530-0620		0450-0550	0610-0700
	Dep	1040-1100			1040-1100		0750-0820	
	Arr/Dep	0650-0750 0900-1030	0650-0740 0810-1030	0650-0740 0920-1020	0650-0750 0910-1030	0940-1050	0650-0740 0830-1030	0840-1110
Timerange II	Arr							1310-1400
	Dep	1420-1520		1450-1540				
Timerange III	Arr							1740-1830
	Arr/Dep				1800-1850	1800-1850		

(Times in UTC)

In the case of slot changes the slot availability is accessible under e-Airportslots-aero. From **04 July to 07 July 2022** Fluko will coordinate these requests, based on the new applicable capacity goals and, at the latest at 15 July 2022, will inform air carriers and Fraport on the results.

The Coordination Committee has agreed that flight cancellations or retimings of slots due to above described temporary new capacity goals, based on the application of the Local Guideline CoVID19 FRA, will be exempted from the 80/20 rule as long as such cancellations and retimings lie within the frame of the difference between the previous coordination parameters and the reduced capacity goals. Furthermore, it was agreed that in the case that air carriers make more slot adjustments than necessary to reach the new capacity goals, the requested slots will be treated / taken into account analogously to the traffic shares of the respective air carriers ("pro rata").

This approach thus continues to meet the requirements of the current recommendation of WWACG („Conditions to grant FM/JNUS in case of temporary capacity reduction“) on the basis of which JNUS/"Force Majeure" is to be granted by airport coordinators on both sides of the route.

Kind regards

Fraport AG

i.V.

Dr. D. Kösters



i.A.

S. Wendeborg