

GUIDELINE ON AIRPORT SCHEDULE FACILITATION
AT
GRAZ AIRPORT
INNSBRUCK AIRPORT
KLAGENFURT AIRPORT
LINZ AIRPORT
SALZBURG AIRPORT

1. Introduction:

The objective of this Guideline is to assist the Schedules Facilitator in seeking voluntary schedule adjustments by airlines to reduce operational delays and ensure the effective facilitation of airport schedules.

Schedule Coordination Austria (SCA) is the Schedules Facilitator appointed to GRZ, INN, KLU, LNZ and SZG Airport. The Schedules Facilitator is responsible for collecting and combining the proposed schedules of all airlines planning to operate into above airports and seeking voluntary solutions to any likely periods of congestion. The Schedules Facilitator must act neutrally, transparently, and non-discriminatorily at all times.

A Schedules Facilitated Airport (Level 2) is one where there is potential for congestion during some periods of the day, week, or season, which can be resolved by voluntary cooperation between airlines.

Status of Airports in Austria:

	Schedules Facilitated / Level 2	Coordinated / Level 3
Graz (GRZ)	☑	
Innsbruck (INN)		
• <i>Daily in summer-season</i>	☑	
• <i>Days 1-5 in winter season</i>	☑	
• <i>Days 6/7 in winter season</i>		☑
• <i>on 02JAN and 09JAN</i>		☑
Klagenfurt (KLU)	☑	
Linz (LNZ)	☑	
Salzburg (SZG)	☑	
Vienna (VIE)		☑

2. Priorities for Schedule Adjustments

Having collected and combined the requested schedules of the airlines planning to operate into GRZ, INN, KLU, LNZ or SZG Airport, SCA will identify any critical airport infrastructure elements that are likely to become congested. SCA will advise the affected airlines and recommend alternative arrival and/or departure times.

It is in the interest of all airlines to cooperate fully in this process. A dialogue between airlines and the schedules facilitator should continue throughout the scheduling process. Airlines must keep the schedules facilitator informed of all changes to their program.

In seeking voluntary schedule adjustments, the following priorities will apply:

1. Services from previous equivalent seasons

Services planned and operated during the previous equivalent season should have priority over new demand for the same required timings.

Services that plan to operate unchanged from previous equivalent season should have priority over services that plan to change the time and/or aircraft size (in case of terminal congestion).

2. Year-round operations

New services that extend an existing operation into year-round service should have priority over entirely new demand for the same required timings.

3. Effective period of operation

Services planned for a longer period of operation should have priority over services planned for shorter periods for the required timings.

4. Ad hoc services

Airlines intending to operate a series of flights should have priority over those intending to operate on an adhoc basis.

5. Operational factors

Services affected by a curfew period at another airport or constrained by other relevant operational factors should have priority over other similar demand for the required timings.

3. Resolution of issues

If airlines are unable and/or unwilling to accept the proposed voluntary moves, the facilitator will refer the matter to the airport concerned to consider scope for flexibility. An option available to the airports is to agree flexibility on an adhoc basis, in which case the service would not benefit from Priority 1 in the next equivalent season.

If the airport has no scope for flexibility and the airline does not adjust its schedule, the airline's failure to cooperate will be recorded by the facilitator and will result in lower priority in the next equivalent season.

Airlines that have not cooperated in relation to schedule adjustments, may not receive historic precedence for the operated timings, should the airport concerned need to be designated as Fully Coordinated (Level 3) in acceptance with the IATA Worldwide Airport Slot Guidelines.