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AERODROMES

COMPANY AIRPORTS

AIRPORT SLOT COORDINATION PARAMETERS

- ☛ Indicates changes
 - ☛ This AIC replaces AIC 010/2017 dated 02 MAR 2017.
1. The Airport Slot Coordination Parameters are reviewed bi-annually in accordance with the South African Airport Slot Regulations.
 2. The Coordination Parameters will be effective for Scheduling Seasons as defined by the International Air Transport Association (IATA) World Slot Guidelines.
 3. The following Coordination Parameters for the IATA Summer Scheduling Season (S18) have been approved by the Director General:
 - 3.1 **O R Tambo International Airport (ORTIA):**

The approved Coordination Parameters at ORTIA for S18 are as follows:

- (a) **Runway/Airport capacity:** A maximum of 53 aircraft movements per hour. The total aircraft arrival- or departure movements may not exceed 30 movements per hour (e.g. if 30 arrivals are processed, then a maximum of 23 departures can be processed in that hour).
- (b) **Aircraft Parking Stands:** A total of 81 aircraft parking stands, based on the Multi Ramp System (MARS). Actual availability of parking stands will, however, depend on aircraft fleet mix and ground time of aircraft movements.
- (c) **Bussing (remote) Gates:**
 - (i) International - 12 gates
 - (ii) Domestic - 13 gates
- (d) **Baggage Chutes:**
 - (i) There is a total of 145 baggage chutes across 3 baggage basements.
 - (ii) Baggage chute assignment is linked to the terminal check-in counters area. Code F passenger aircraft will require 2 baggage chutes.

(e) Local Rules:

- (i) Aircraft with a ground time of 14 hours and greater will require approval from the ACSA Operational Planning Department.
- (ii) No more than Six (6) code F aircraft (5 passengers- and 1 all- cargo aircraft) can be accommodated on parking stands. However, this value relates to the total number of aircraft stands and does not consider the handling of aircraft and facilitation of passengers.
- (iii) Code F passenger flights' facilitation is limited to three (3) an hour and only one (1) in the next hour.
- (iv) For Code F passenger departure flights, there must be a minimum of 10 minutes separation between departure slots.
- (v) Baggage system operational times:
 - All baggage systems operate from 0230 UTC.
 - Terminal A (TA) and Central Terminal Building (CTB) baggage system operation ends at 2130 UTC for maintenance unless special arrangement are made, and
 - Terminal B (TB) baggage system operation ends at 1930 UTC for maintenance unless special arrangements are made.

(f) Special Events:

None

(g) Projects:

- (i) Hydrant fuel not available in parking bays Golf 1 to Golf 7 and Delta 1 to Delta 4;
- (ii) Project on reconfiguration of parking base Delta 39 to Delta 49 is deferred until further notice; and
- (iii) Routine maintenance will take place on passenger loading bridges daily between 0600 and 1400 UTC.

3.2 Cape Town International Airport (CTIA):

The approved Coordination Parameters at CTIA for S18 are as follows:

- (a) **Runway/Airport capacity:** A maximum of 30 total aircraft movements per hour can be accommodated. This is a maximum of 20 departures and 10 arrivals, or 20 arrivals and 10 departures per hour.
- (b) **Aircraft Parking Stands:** A total of 35 aircraft parking stands (ICAO Code C) when a combination wide- and narrow body aircraft is parked. ACSA can accommodate a maximum of 12 wide body and a maximum of 17 narrow body aircraft in their parking stands. The availability of parking stands is dependent on the fleet mix and ground time of aircraft movements.
- (c) **Boarding Gates (Contact):** There is a limited number of contact boarding gates and the availability can be summarised as follows:
 - I. International Contact Boarding Gates - 4 (A3 to A6)
 - II. Domestic Contact Boarding Gates - 6 (A7 - A12)

Note: The A3 - A6 International Boarding Gates and the A7 Domestic Boarding Gate can accommodate either an ICAO Code C or a Code E aircraft type.
- (d) **Bussing Gates:** The availability of remote bussing boarding gates can be summarised as follows:
 - I. International Bussing Gates - 6 (B1 - B6)
 - II. Domestic Bussing Gates- 12 (C1 - C12)
- (e) **Local Rules:**
 - I. **Operational and Operating Hours:**

Cape Town International Airport is declared through the Aeronautical Information Publication as a 24-hour Operational Airport. This means that the airport can facilitate aircraft landing and departing during a full 24-hour period.

The actual Operating Hours during which Cape Town International Airport performs scheduled commercial passenger operations is based on current demand and is between 05:45 to 00:30 local time (0345 to 2230 UTC)

Therefore, any commercial passenger operator wishing to operate outside these operating hours will require prior approval from the Assistant General Manager: Operations.

II. Ground time:

Due to aircraft parking capacity constraints; all operators with ground time of more than 14 hours will require approval from the Manager: Operational Planning

III. Wide Body Operations:

No more than three Domestic Wide Body Operations will be allowed to operate within 90 minutes from each other except through prior approval from the Manager: Operational Planning.

Due to aircraft parking capacity constraints, requests to accommodate more than 12 Wide Body Aircraft will require approval from the Manager: Operational Planning.

IV. Code F Aircraft Operations and Facilitation (Commercial and Cargo) :

No scheduled Code F commercial (passenger-related) operations are allowed. Scheduled Code F Commercial (passenger) operations will only be accommodated once the new Re-aligned Runway and associated infrastructure has been commissioned. Code F Cargo Operations will require prior approval from the Assistant General Manager: Operations. No more than two Code F Cargo Operations can be accommodated simultaneously.

V. Special Events:

None

VII. Projects:

The following key infrastructure projects have been identified as projects that may be executed during the IATA Summer and Winter Season 2018 and will impact the available capacity at the airport.

- **Capital Infrastructure Projects:**

- Three new Remote Narrow Body (RNB) Bravo South Apron Parking Bays;
- Construction of a New Code F Apron (A2) and reconfiguration of A3 to Code F Compliant Apron;
- Construction of the Alpha 13, 14 and 15 Contact Stands;

- **Maintenance and Engineering Projects (Maintenance and Refurbishment)**

- Alpha 2 Taxiway Refurbishment;
- Apron Refurbishment Cycles.

Note: Although the actual timelines for implementing the abovementioned projects have not been finalised due to outstanding critical milestones; it is anticipated that these projects may be rolled out during this season and it is therefore important to note that these projects will reduce the available capacity at the airport.

3.3 **King Shaka International Airport (KSIA):**

The approved Coordination Parameters at KSIA for S18 are as follows:

- (a) **Runway/Airport capacity:** *A maximum of 24 aircraft movements per hour.*
- (b) **Aircraft Parking Stands:** *A total of 37 aircraft parking stands comprising of:*
 - I. Total of 25 narrow body stands (12 contact stands and 13 remote stands); and*
 - II. Total of 4 wide body stands (2 contact stands and 2 remote stands).*

Note: *Availability of parking stands is per design configuration and does not take into account Multi Ramp System (MARS) configuration capacity.*
- (c) **Bussing Gates:**

Below are the bussing gages utilised for the bussing stands:

 - I. International- 3 gates*
 - II. Domestic - 4 gates*
- (d) **Local Rules:**
 - I. Due to the design capacity of the international building, only 1 Code E or F aircraft can be accommodated per hour on Charlie or Delta Apron. However, all slot requests for wide-bodied aircraft will be assessed on its individual merit through the Airport Operations Management team.*
 - II. Three wide-body aircraft can be accommodated simultaneously for the domestic terminal building.*
 - III. The Bravo Apron declared capacity will be reduced during power-in and power-out operations, since Code B and greater category of aircraft requires adjacent bays (2 bays) for power-in and power-out manoeuvres.*
 - IV. Central Search Points: Design has four search points, operationally there are only three search points.*



DIRECTOR OF CIVIL AVIATION