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Coordination Parameters

Guide to Reading the Coordination Parameters

Version: 05AUG26 (A) · Audience: Airline Scheduling, Airport Capacity Management, CAA

1. Background & Purpose of This Document

Airports may be designated as either Level 1 (Data Collection), Level 2 (Schedule Facilitation) or Level 3 (Coordinated) airports under the WASG framework and/or local legislation/regulation. For Level 2 and Level 3 airports all operators must hold a confirmed slot issued by the designated slot coordinator in order to arrive or depart.

This document explains how to read and apply the published Coordination Parameters. The Coordination Parameters define the maximum capacity available for slot allocation in each scheduling season and are determined by the airport managing body in consultation with the air navigation service provider (ANSP) and for Level 3 airports the slot coordination committee. They serve as the binding scheduling limits against which all slot requests are assessed by the slot coordinator.

The Coordination Parameters Document (CPD) is intended for airline scheduling and network planning teams, airport capacity managers and Civil Aviation Authorities. It follows the structure and terminology of the Worldwide Airport Slot Guidelines (WASG), jointly published by ACI, IATA and WWACG as well as relevant local legislation.

For enquiries regarding the interpretation of specific parameters or individual slot requests, contact the slot coordinator.

This Reading Guide is structured in the following way:

- Section 2 provides a summary of different Coordination Parameters. It shows how the CPDs are structured.
- Sections 3 to 6 provides more details to the individual types of Coordination Parameters.

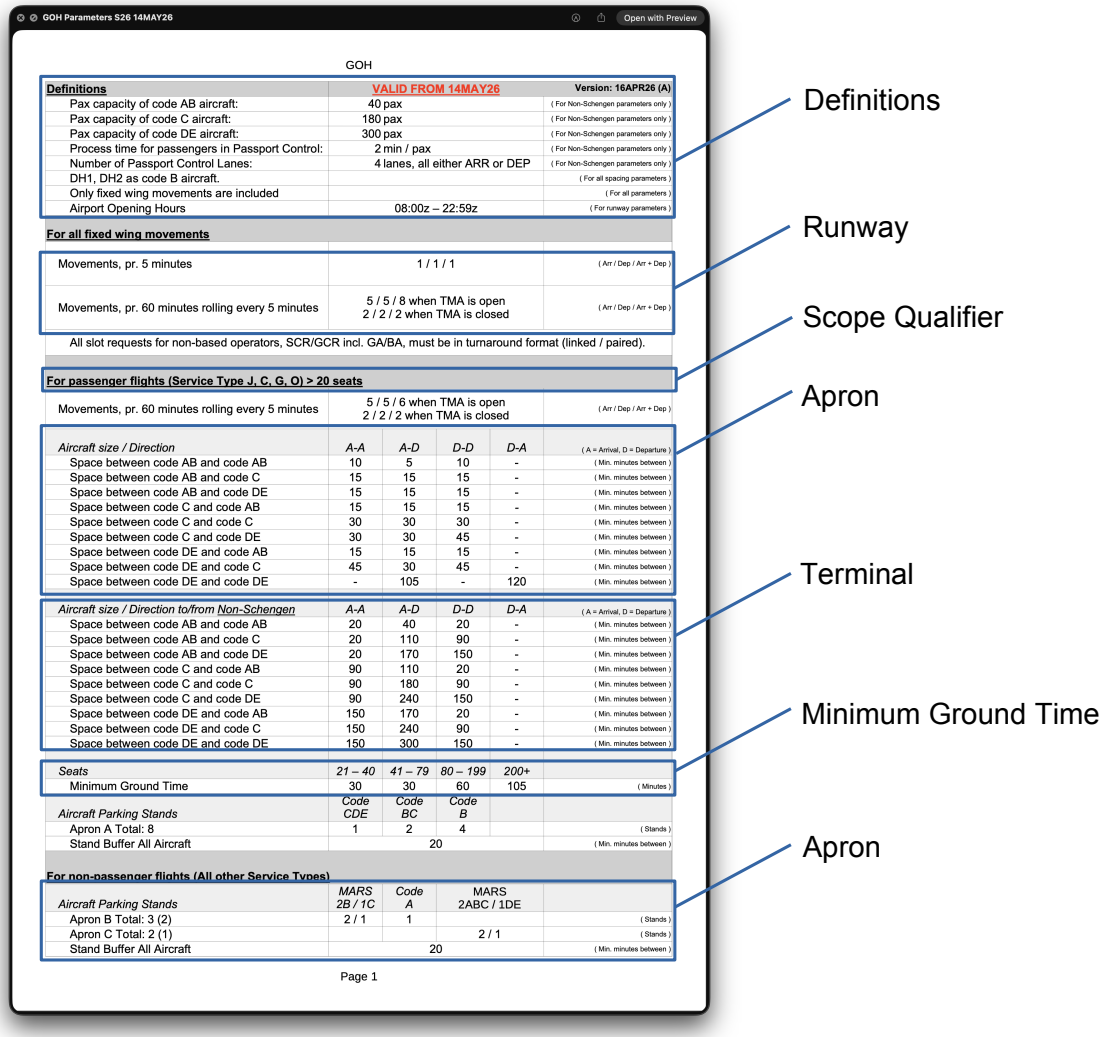
2. Structure of the CPDs & Coordinator Replies

The Coordination Parameters are divided into four constraint categories, each reflecting a distinct physical or operational bottleneck at the airport:

- Runway Coordination Parameters (movement rate limits) – detailed in section 3 below.
- Apron Coordination Parameters (parking stand and/or gate availability and buffer times, spacing of movements to reflect capacity of ground resources) – detailed in section 4 below.
- Terminal Coordination Parameters (max. passengers in terminal, passport control and/or security checkpoint throughput, availability of check-in desks, baggage make-up positions, baggage reclaim facilities etc.) – detailed in section 5 below.
- Minimum Ground Time (turnaround protection, ensures operational feasibility) – detailed in section 6 below.

Each category carries a scope qualifier indicating the (sub)set of movements the Coordination Parameter applies to e.g. all fixed-wing movements, only to passenger flights above 20 seats, or only to Non-Schengen operations.

The top of the CPD contains a set of definitions.


GOH Parameters S26 14MAY26 — Open with Preview

GOH

Definitions	VALID FROM 14MAY26	Version: 16APR26 (A)
Pax capacity of code AB aircraft:	40 pax	(For Non-Schengen parameters only)
Pax capacity of code C aircraft:	180 pax	(For Non-Schengen parameters only)
Pax capacity of code DE aircraft:	300 pax	(For Non-Schengen parameters only)
Process time for passengers in Passport Control:	2 min / pax	(For Non-Schengen parameters only)
Number of Passport Control Lanes:	4 lanes, all either ARR or DEP	(For Non-Schengen parameters only)
DH1, DH2 as code B aircraft.		(For all spacing parameters)
Only fixed wing movements are included		(For all parameters)
Airport Opening Hours	08:00z – 22:59z	(For runway parameters)

For all fixed wing movements		
Movements, pr. 5 minutes	1 / 1 / 1	(Arr / Dep / Arr + Dep)
Movements, pr. 60 minutes rolling every 5 minutes	5 / 5 / 8 when TMA is open 2 / 2 / 2 when TMA is closed	(Arr / Dep / Arr + Dep)
All slot requests for non-based operators, SCR/GCR incl. GA/BA, must be in turnaround format (linked / paired).		

For passenger flights (Service Type J, C, G, O) > 20 seats		
Movements, pr. 60 minutes rolling every 5 minutes	5 / 5 / 6 when TMA is open 2 / 2 / 2 when TMA is closed	(Arr / Dep / Arr + Dep)

Aircraft size / Direction	*A-A*	*A-D*	*D-D*	*D-A*	(A = Arrival, D = Departure)
Space between code AB and code AB	10	5	10	-	(Min. minutes between)
Space between code AB and code C	15	15	15	-	(Min. minutes between)
Space between code AB and code DE	15	15	15	-	(Min. minutes between)
Space between code C and code AB	15	15	15	-	(Min. minutes between)
Space between code C and code C	30	30	30	-	(Min. minutes between)
Space between code C and code DE	30	30	45	-	(Min. minutes between)
Space between code DE and code AB	15	15	15	-	(Min. minutes between)
Space between code DE and code C	45	30	45	-	(Min. minutes between)
Space between code DE and code DE	-	105	-	120	(Min. minutes between)

Aircraft size / Direction to/from Non-Schengen	*A-A*	*A-D*	*D-D*	*D-A*	(A = Arrival, D = Departure)
Space between code AB and code AB	20	40	20	-	(Min. minutes between)
Space between code AB and code C	20	110	90	-	(Min. minutes between)
Space between code AB and code DE	20	170	150	-	(Min. minutes between)
Space between code C and code AB	90	110	20	-	(Min. minutes between)
Space between code C and code C	90	180	90	-	(Min. minutes between)
Space between code C and code DE	90	240	150	-	(Min. minutes between)
Space between code DE and code AB	150	170	20	-	(Min. minutes between)
Space between code DE and code C	150	240	90	-	(Min. minutes between)
Space between code DE and code DE	150	300	150	-	(Min. minutes between)

Seats	*21 – 40*	*41 – 79*	*80 – 199*	*200+*	
Minimum Ground Time	30	30	60	105	(Minutes)
Aircraft Parking Stands	*Code CDE*	*Code BC*	*Code B*		
Apron A Total: 8	1	2	4		(Stands)
Stand Buffer All Aircraft	20				(Min. minutes between)

For non-passenger flights (All other Service Types)				
Aircraft Parking Stands	*MARS 2B / 1C*	*Code A*	MARS 2ABC / 1DE	
Apron B Total: 3 (2)	2 / 1	1		(Stands)
Apron C Total: 2 (1)			2 / 1	(Stands)
Stand Buffer All Aircraft	20			(Min. minutes between)

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Scope Qualifier
Apron
Terminal
Minimum Ground Time
Apron

Figure a: Example of Coordination Parameter Document (CPD)

2.1 Definitions

Airport opening hours and other definitions, such as the applicability of the parameters for fixed-wing movements only or all movements including rotary-wing, are provided at the top of the CPD.

Definitions	VALID FROM 14MAY26	Version: 16APR26 (A)
Pax capacity of code AB aircraft:	40 pax	(For Non-Schengen parameters only)
Pax capacity of code C aircraft:	180 pax	(For Non-Schengen parameters only)
Pax capacity of code DE aircraft:	300 pax	(For Non-Schengen parameters only)
Process time for passengers in Passport Control:	2 min / pax	(For Non-Schengen parameters only)
Number of Passport Control Lanes:	4 lanes, all either ARR or DEP	(For Non-Schengen parameters only)
DH1, DH2 as code B aircraft.		(For all spacing parameters)
Only fixed wing movements are included		(For all parameters)
Airport Opening Hours	08:00z – 22:59z	(For runway parameters)

Figure b: Example of definitions

2.2 Coordinator reply – Action Codes

The coordinator will reply with one of the following codes for a standard SCR/GCR new/change message:

K(Confirmed): Slot is confirmed as requested.

O(ffer): Slot cannot be confirmed as requested but one or two reasonable offers have been found. Slot requester should reply accepting or refusing the offer(s) in no later than 3 business days.

U(nable): May be given when the request cannot be accommodated and no good alternatives exist. Examples are slots requested outside airport opening hours for an airport where extended hours is not possible, slots requested with aircraft types that are not allowed at that airport e.g. due to aircraft size or noise/environmental reasons.

T(entative): Slot is confirmed with conditions. Examples may be that the airline agree additional opening of the airport with the airport managing body or that the airline joins a common use and self-service setup for check-in.

2.2 Coordinator reply – Reason Codes

In case of replies with action code **U** or **O**, the coordinator will append a reason code that indicates why the requested slot cannot be accommodated. The most used reason codes are:

AA: Apron Area Capacity, stand availability, push-back limitations etc.

AF: Airport Facilities, includes separation constraints both for apron and terminal, check-in desk capacity etc.

CL: Closed, airport is closed

GA: Gate Capacity

GRD: Minimum Ground Time not respected

Rxx: Runway Capacity, R05 is the 5 minute constraint, R15 is the 15 minute constraint etc.

Txxx: Terminal Capacity, T020 is the 20 minute constraint etc.

TAxx: Terminal Arrival Capacity, TA20 is the 20 minute constraint etc.

TDxx: Terminal Departure Capacity, TD20 is the 20 minute constraint etc.

3. Runway Coordination Parameters

Runway Coordination Parameters set the maximum number of aircraft movements that the runway system can safely accommodate within defined time windows. Their purpose is to prevent bunching of traffic — a concentration of movements in a short period that would exceed the runway's throughput capacity and cascade into on-ground queuing and airborne holding delays. Several types of limitations can be declared.

Movements, pr. 5 minutes	1 / 1 / 1	(Arr / Dep / Arr + Dep)
Movements, pr. 60 minutes rolling every 5 minutes	5 / 5 / 8 when TMA is open 2 / 2 / 2 when TMA is closed	(Arr / Dep / Arr + Dep)

Figure c: Example of Runway Coordination Parameters

3.1 Per-5-Minute Limits

An absolute cap of *X* arrivals / *Y* departures / *Z* total movements per any 5-minute window. Within the same 5-minute window the number of arrivals cannot exceed *X,* the number of departures cannot exceed *Y* and the total number of movements, arrivals and departures combined, cannot exceed *Z*.

3.2 Per-60-Minute Rolling Limits (or any other minute value e.g. 15 or 30)

An absolute cap of *X* arrivals / *Y* departures / *Z* total movements per any 60-minute window. The 60-minute window rolls forward in 5-minute increments — meaning the limit is checked against every possible 60-minute window starting at each 5-minute boundary, not only at the top of the clock hour. This rolling check prevents a concentration of movements at the boundary of a fixed hour.

3.3 TMA open/closed variation

For some airports the Runway Coordination Parameters may vary by the availability of the Terminal Maneuvering Area (TMA). When the TMA is unavailable ATC service is reduced and often only ATIS is available. In those cases the CAA may have mandated that the runway throughput is reduced. Usually the TMA opening hours follow the airport opening hours.

4. Apron Stand Coordination Parameters

Apron parking stand and gate availability are hard physical constraints. Even when runway capacity is available, a slot cannot be accommodated if no compatible parking stand is free during the required ground time and/or if no arrival and departure gate is available.

At some airports slot requests from non-based operators and general/business aviation (GA/BA) must be submitted as paired arrivals and departures (linked/turnaround format). This allows the coordinator to verify MGT compliance, apply Apron Stand Coordination Parameters and prevents unpaired slots from consuming capacity without a corresponding return movement.

All slot requests for non-based operators, SCR/GCR incl. GA/BA, must be in turnaround format (linked / paired).

Figure d: Example requiring linked slots

4.1 Stand Parameters

Multiple aprons may exist (cargo, LCC, main terminal etc.), each serving a different type of traffic defined by the service type (IATA SSIM Appendix C) of the arrival and the departure slot independently or combined. Operators must ensure their slot requests reflect the correct service type, as this determines which apron allocation rules are applied by the coordinator.

MARS (Multiple Aircraft Ramp System) positions can usually accommodate two smaller aircraft or one larger aircraft. MARS designations allow the coordinator to assess stand feasibility for different aircraft combinations at the same position.

Aircraft types are grouped by the aircraft size category (ICAO Aerodrome Reference Code). For some airports specific aircraft types may be included in a different aircraft size category than where they should be by the ICAO definition. One example is aircraft types DH1 and DH2 which are formally code C aircraft but as the wingspan is only slightly larger than the upper bound of code B aircraft some airports have chosen to treat those aircraft as code B. If that is the case it will be noted in the definition section at the top of the document.

Aircraft size categories used in the parameters:

Code	Typical Aircraft / Notes
Code A and Code B	Small and regional aircraft. Examples of code A aircraft are Cessna 172, Piper PA-28, Diamond DA40 and Cirrus SR22. Examples of code B aircraft are King Air 350, Pilatus PC-12, DCH-6 Twin Otter, Dornier 228 and Cessna 208B Grand Caravan.
Code C	Typically narrowbody jets and turboprops. Examples include Boeing 737 and the Airbus A320 family as well as ATR46/72, Dash-8 Q400 and CRJs.
Code D and Code E	Widebody jets such as Boeing 767 and Airbus A330/A350 but also the Boeing 757.
Code F	Large widebody jets such as Airbus A380, Boeing 777-X and Antonov An-124.

A minimum stand buffer time of *X* minutes applies between the departure of one aircraft and the scheduled arrival of the next aircraft at the same stand. This provides time for ground handling equipment clearance, safety checks and stand preparation and can be set to allow for small operational disruptions.

Aircraft Parking Stands	*MARS 2B / 1C*	*Code A*	MARS 2ABC / 1DE	
Apron B Total: 3 (2)	2 / 1	1		(Stands)
Apron C Total: 2 (1)			2 / 1	(Stands)
Stand Buffer All Aircraft	20			(Min. minutes between)

Figure e: Example of Apron Stand Coordination Parameters

4.2 Gate Parameters

At some airports arrival and/or departures gates is a limiting factor. A suitable gate must be available for passenger processing. Criteria may include factors such as aircraft size or seat capacity that must match the gate lounge capacity, the ability of the gate to process passengers to/from specific geopolitical areas such as Schengen/Non-Schengen, EU/Non-EU and flights originating from a One-Stop Security airport. In some cases the ability of the gate to swing between e.g. Non-Schengen and Schengen operation is required for turnarounds where the origin and destination airports have different geopolitical properties.

4.3 Aircraft Spacing Parameters

In addition to the movement limits given by the Runway Coordination Parameters, minimum spacing rules govern the time that must elapse between two consecutive movements, differentiated by aircraft size category and the sequence direction of those movements.

The row of the matrix identifies the aircraft size category of the preceding (earlier) movement and the succeeding (later) movement; the column identifies the direction of the preceding (earlier)

movement and the succeeding (later) movement. See the example below.

Aircraft size / Direction	*A-A*	*A-D*	*D-D*	*D-A*	(A = Arrival, D = Departure)
Space between code AB and code AB	10	5	10	-	(Min. minutes between)
Space between code AB and code C	15	15	15	-	(Min. minutes between)
Space between code AB and code DE	15	15	15	-	(Min. minutes between)
Space between code C and code AB	15	15	15	-	(Min. minutes between)
Space between code C and code C	30	30	30	-	(Min. minutes between)
Space between code C and code DE	30	30	45	-	(Min. minutes between)
Space between code DE and code AB	15	15	15	-	(Min. minutes between)
Space between code DE and code C	45	30	45	-	(Min. minutes between)
Space between code DE and code DE	-	105	-	120	(Min. minutes between)

Figure f: Example of Aircraft Spacing Coordination Parameters

The cell value is the minimum number of minutes that must separate the two scheduled times. A dash (-) in the cell indicates that this combination is not scheduling-constrained under this parameter set.

Ground resource availability may cause the spacing values to differ across direction combinations. A departing widebody followed by an arriving narrowbody (row '*Code DE and code C*', column '*D-A*') requires a different resource profile than an arriving widebody followed by a departing narrowbody. The first case allows ground handling resources to send off the widebody and start handling the narrowbody immediately whereas the latter case will require more ground handling resources as the handling is coinciding. In some cases stand capacity for widebody aircraft may be so limited that a significant spacing is required at scheduling to create sufficient robustness to accommodate a delayed widebody departure and an early widebody arrival.

5. Terminal Coordination Parameters

These parameters reflect the throughput capacity of different passenger processing facilities at the terminal and/or the maximum allowed number of passengers in a terminal. Such constraints will usually be defined as rolling constraints meaning when the limit is reached it may be either before the requested time, after the request time or a combination of both.

For some airport the passport control facility constitutes a terminal bottleneck additional to the runway and apron constraints. For most airports border control apply exclusively to flights operating outside the Schengen Area and are relevant both to the spacing matrix and to the aggregate movement limits for Non-Schengen traffic. For other airports it is the security checkpoint for passenger screening that is the bottleneck.

Values provided in the definition section may set fixed numbers of passengers for specific aircraft category groups, or the volume of passengers may be defined by load factors that will be applied to the seat capacity of the specific flight matching a set of individual criteria. A show-up profile may be applied to these passenger volumes determining when different fractions of the overall passenger volumes show up for processing.
The show-up profiles and passenger processing time are provided by the airport managing body.

These values allow the coordinator and airport managing body to verify that consecutive movements do not create a queue that exceeds the facility's capacity. For example, two back-to-back Code C Non-Schengen arrivals could require 360 passengers to be processed at 2 min/pax across 4 lanes, yielding a minimum lane-processing requirement of 180 minutes of combined lane-time. This constraint can drive a substantially larger minimum spacing values in the Non-Schengen matrix compared with the general matrix.

Aircraft size / Direction to/from Non-Schengen	A-A	A-D	D-D	D-A	(A = Arrival, D = Departure)
Space between code AB and code AB	20	40	20	-	(Min. minutes between)
Space between code AB and code C	20	110	90	-	(Min. minutes between)
Space between code AB and code DE	20	170	150	-	(Min. minutes between)
Space between code C and code AB	90	110	20	-	(Min. minutes between)
Space between code C and code C	90	180	90	-	(Min. minutes between)
Space between code C and code DE	90	240	150	-	(Min. minutes between)
Space between code DE and code AB	150	170	20	-	(Min. minutes between)
Space between code DE and code C	150	240	90	-	(Min. minutes between)
Space between code DE and code DE	150	300	150	-	(Min. minutes between)

Figure g: Example of Terminal Coordination Parameters requiring Aircraft Spacing for Non-Schengen Movements

In some cases the limiting factor may be check-in desk availability or baggage make-up positions. The overall method for determining if capacity is available is similar to the one used for passport control and passenger security checkpoint.

6. Minimum Ground Time (MGT)

The Minimum Ground Time defines the shortest permissible scheduled turnaround: the time between an aircraft's scheduled arrival and its next scheduled departure. MGT is a scheduling protection mechanism that ensures airlines do not construct timetables that are operationally unrealistic at this airport, which would cause predictable delay propagation throughout the day for both the airlines and the airport.

MGT is often applied to all passenger flights and is graduated by either seat capacity or aircraft size category. These figures account for passenger disembarkation and boarding, baggage handling, catering, cleaning and aircraft turnaround checks. Larger aircraft require proportionally more time due to the greater volume of passengers and ground servicing tasks.

To verify verify MGT compliance, apply most of the Apron Stand Coordination Parameters and prevent unpaired slots from consuming capacity without a corresponding return movement, slot requests must be in linked format.

Seats	21 – 40	41 – 79	80 – 199	200+	
Minimum Ground Time	30	30	60	105	(Minutes)

Figure h: Example of Minimum Ground Times by Seat Capacity

Document Version History

Version	Change	Sign.
05AUG26 (A)	Initial version	ACD