Warsaw Chopin Airport
Outlook of the Summer 2023 challenges

WARSAW CHOPIN AIRPORT

LOTNISKO CHOPINA WARSZAWA

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Airport Duty Officer Manager Team

WAW Airport

- **TOPICS**

➢ Airport plan – general information

➢ Passenger traffic results and forecast

➢ Coordination parametrs for Warsaw Chopin Airport – schedule season

   2023

WAW Airport

➢ Airports' flexibility and operational bottlenecks

➢ Recent investment projects which fostered effectiveness of operations / security etc.

➢ APOC

➢ Ongoing significant expansion/replacement projects
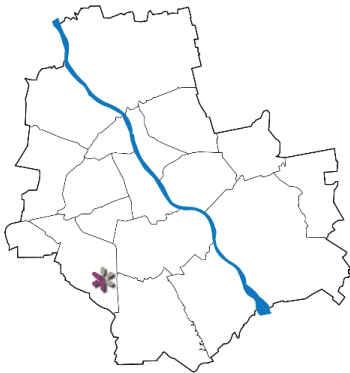
➢ The main goals and task in upcoming S23

WAW Airport - location

Chopin Airport in Warsaw is the largest airport in Poland, located approx. 8 km from the center of the Polish capital. It serves 33 air carriers on both domestic, European and intercontinental destinations.

Map of Poland – location of Chopin Airport
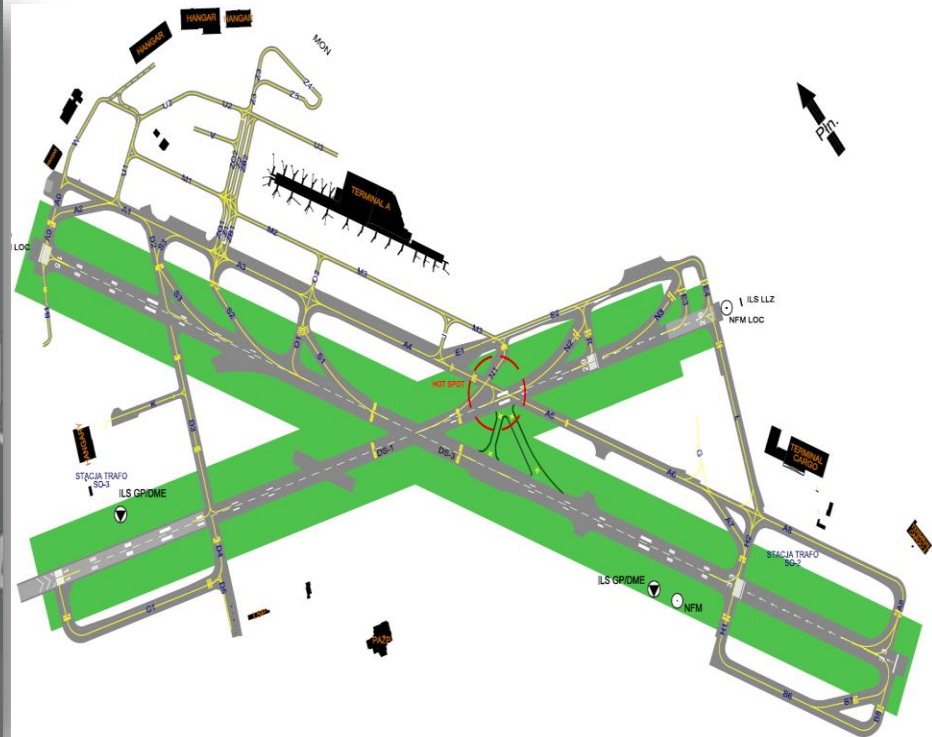
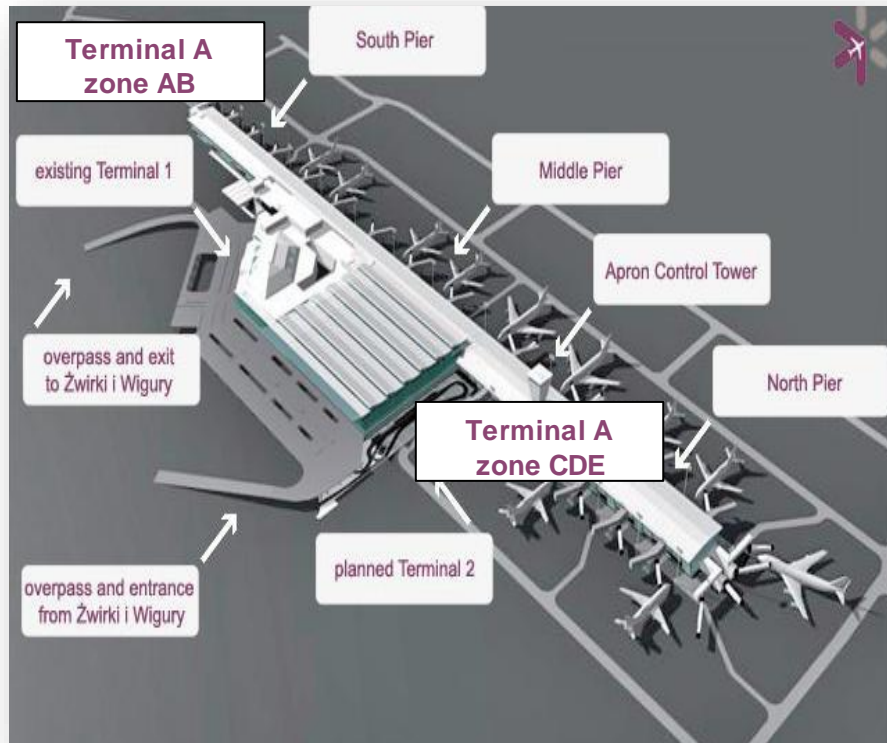Map of Warsaw – location of Chopin Airport

IATA code: WAW

ICAO code: EPWA

Reference code: 4E

Landside & Airside: Warsaw Chopin Airport Terminal A Infrastructure

WAW Airport - Airside

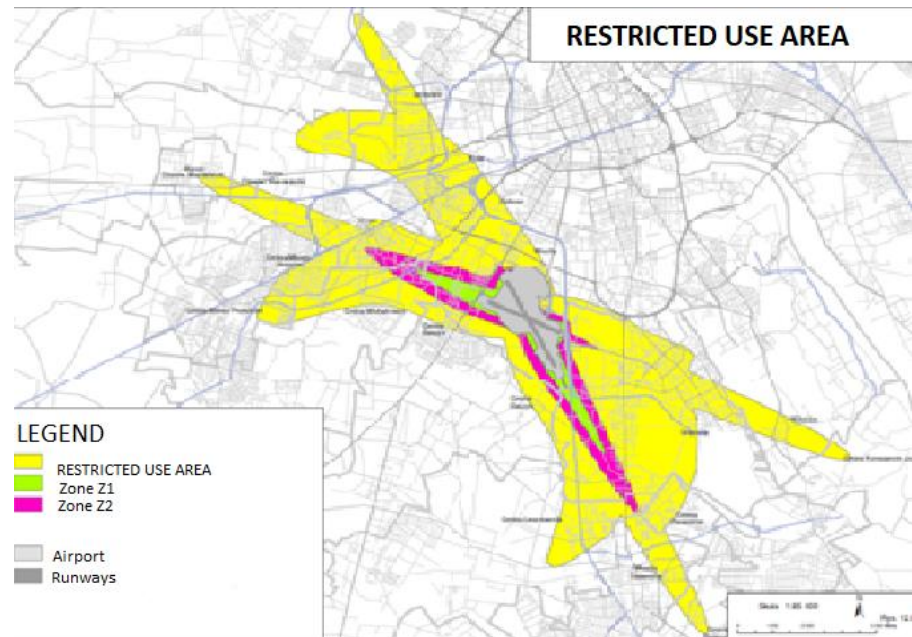The Airside airport infrastructure is consisted of:

- 2 crossing runways with a maximum hourly throughput of 44 operations/hour;

- 13 aprons adapted to service aircraft from categories A to E;

- 3 aircraft deicing aprons.

- Operations depend on wind direction, separation restrictions on runways, works in progres etc.
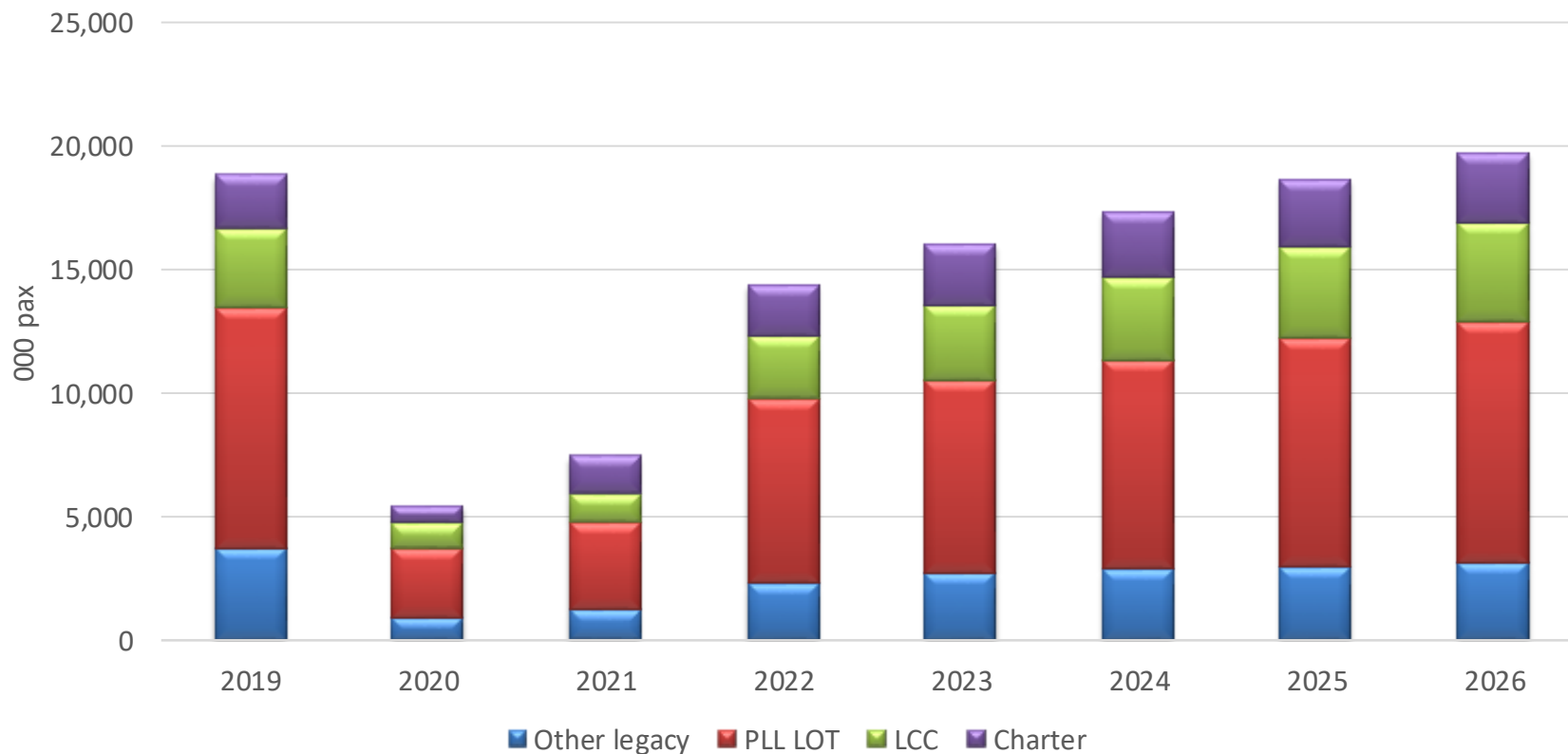
WAW Airport – „Core night"

- At Chopin Airport from March 25, 2018 began the Core Night, i.e. a total ban on planning flight operations between 23:30 and 5:30 LT.

- Military, state and sanitary flights can still operate. It is also allowed to operate delayed flights through no fault of the air carrier.

- The Warsaw airport was the first in Poland to decide to introduce such restriction. The same applies to the airports in Frankfurt, Munich, Paris-Orly, Brussels, Hamburg and Zürich.

RESTRICTED USE AREA

LEGEND

- RESTRICTED USE AREA
- Zone Z1
- Zone Z2

- Airport
- Runways

Passenger traffic results and forecast

Year	2019	2020	2021	2022	2023	2024	2025	2026
Total pax	18 864 472	5 481 537	7 473 734	14 380 000	16 025 227	17 367 612	18 661 161	19 710 314

Passenger traffic results and forecast – transfer passengers
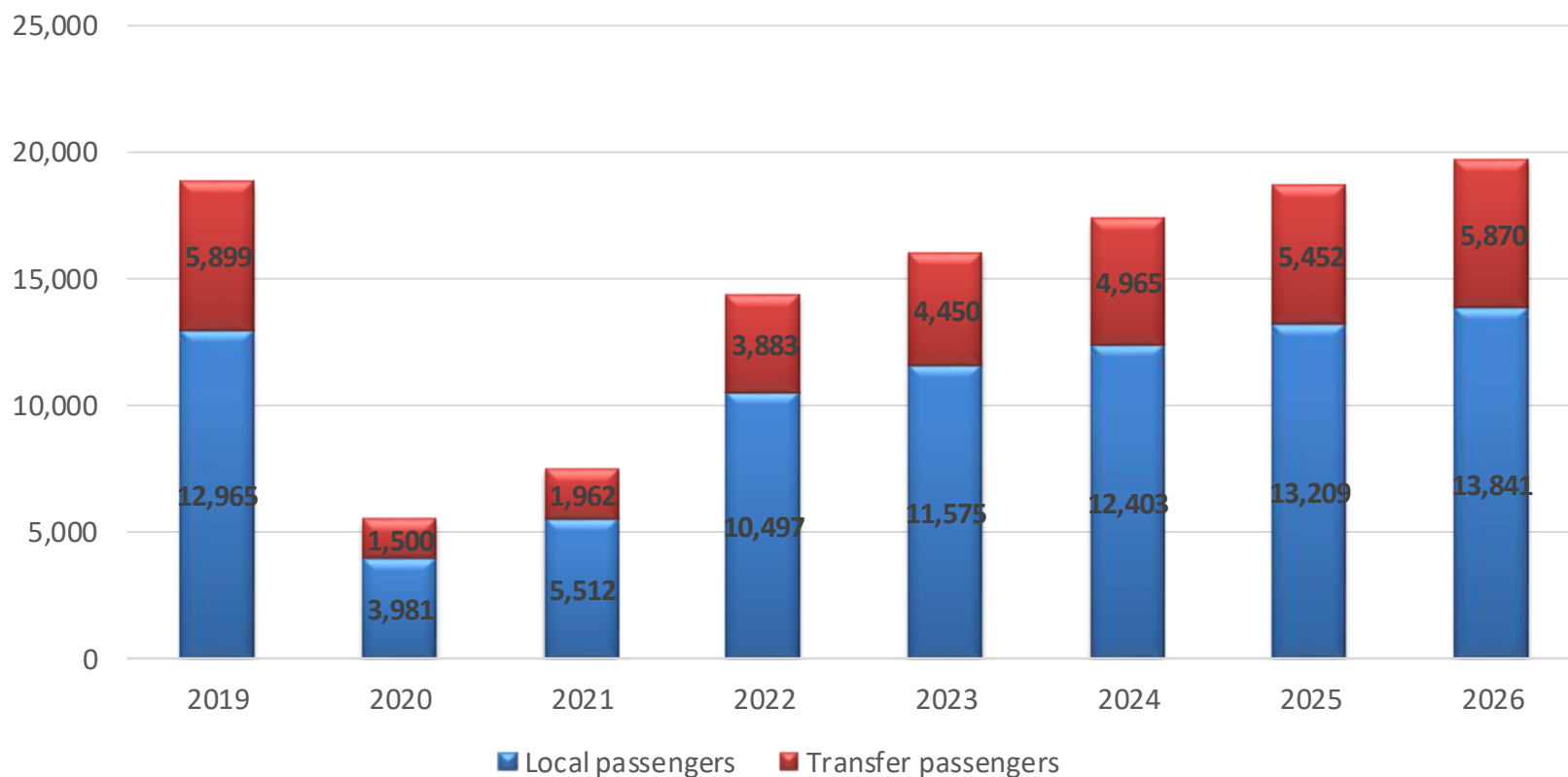
Year	2019	2020	2021	2022	2023	2024	2025	2026
Total pax	18 864 472	5 481 537	7 473 734	14 380 000	16 025 227	17 367 612	18 661 161	19 710 314

Coordination parameters :

Coordination parameters (2 Runways):
DAY (04.00 – 22.00) ARR 28 / DEP 28 / MAX 46
NIGHT (22.00 – 04.00) ARR 15 / DEP 15 / MAX 24
Single RWY operations: DAYTIME Capacity reduction -20%

Terminal A for the S23 season

Number of passengers per 60 minutes, rolling every 10 minutes					
Schengen Arrivals	Non Schengen Arrivals	Total Arrivals	Schengen Departures	Non Schengen Departures	Total Departures
3100	2000	3100/3300*	2400	1600/1800**	2700/3200**
Number of pax in 30 minutes, rolling every 10 minutes					
	Non Schengen Arrivals			Non Schengen Departures	
---	1400	---	---	1200	---

* pax/h between 09:30 ÷ 11:00 UTC
** pax/h between 14:00 ÷ 16:00 UTC

Environmental parameters

1. Environmental constraints:
   - Daily number of aircraft movements   – 560
   - Quota count (QC) at night   – 24 points
2. Night allocation period:
   - SOBT (Scheduled Off Block Time)   19:45 – 03:50 UTC
   - SIBT (Scheduled In Block Time)   19:55 – 04:15 UTC
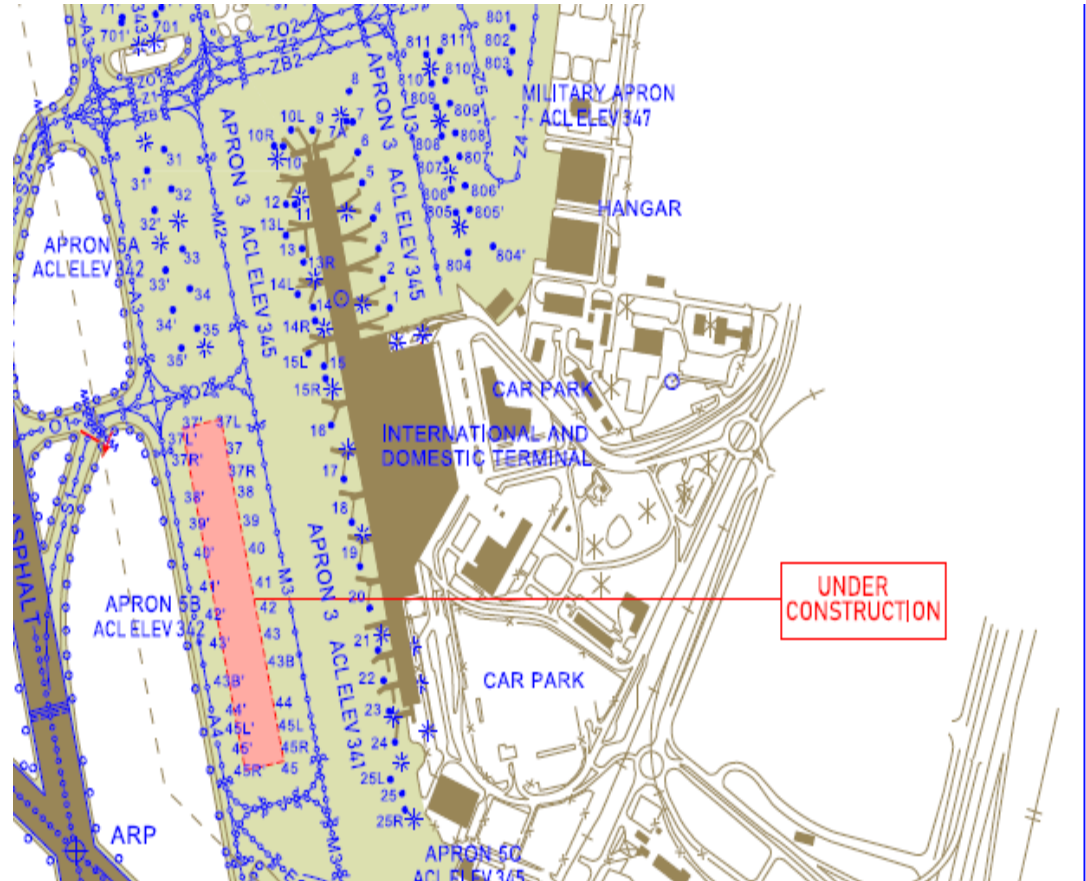3. Core Night (slot planning restriction)   21:30 – 03:30 UTC

Planned restrictions S23

APR/MAY: 4 weekend nights with complete Aerodrome closure

SEP/OCT – RWY 11/29 not available for landing

MAR/OCT – APRON reconstruction – availability of TWYs and STANDs reduced

Environmental parameters

1. Environmental constraints:
   - Daily number of aircraft movements   – 560
   - Quota count (QC) at night   – 24 points
2. Night allocation period:
   - SOBT (Scheduled Off Block Time)   19:45 – 03:50 UTC
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3. Core Night (slot planning restriction)   21:30 – 03:30 UTC

Summer 2023 – preparations
## Immigration and emigration passport control for summer 2023 season

- Average throughput of single passport control stand for immigration and emigration – 65 pax/h.

- Average throughput of single Automated Boarder Control (ABC) stand for immigration and emigration – 75 pax/h.

- Share of passengers controlled by ABC for immigration – 23%.

- Share of passengers controlled by ABC for emigration – 24%.
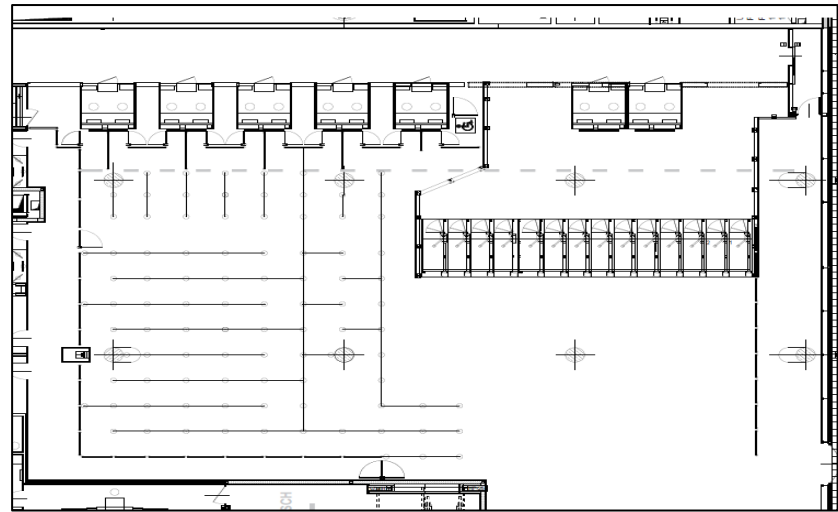
Source: Border Guard

Summer 2023 – preparations
Airport's Flexibility and Operational Bottlenecks
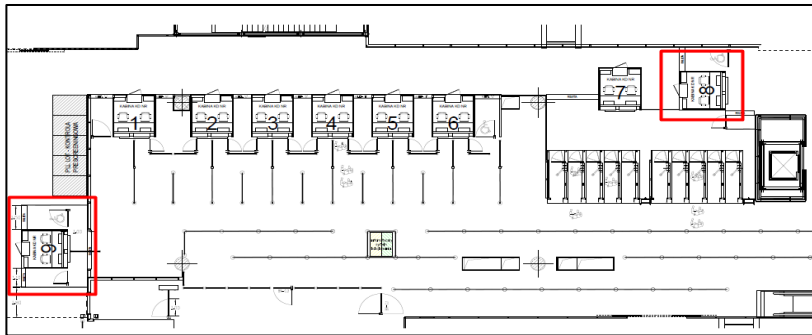
Capacity Increase

Addition of two traditional Document

Control Cabins.

Capacity Increase Proposals in the Document Control Zone (ABC*) in Arrivals (NSCH-SCH Lvl. 0)

Removal of one traditional Document Control

Cabin and an addition of 4 ABC gates to the
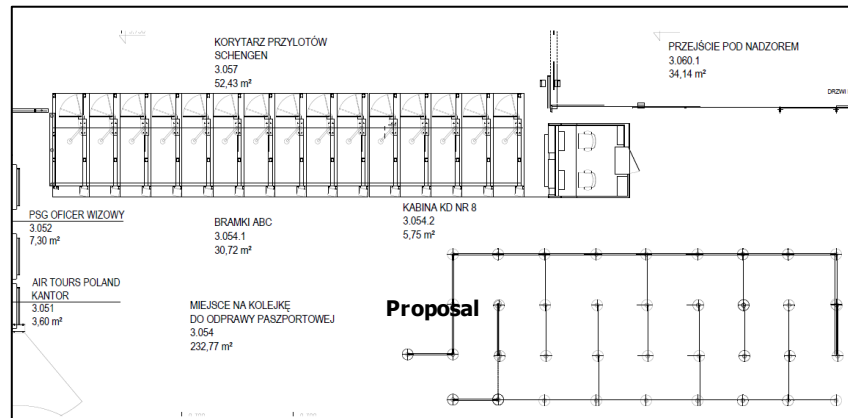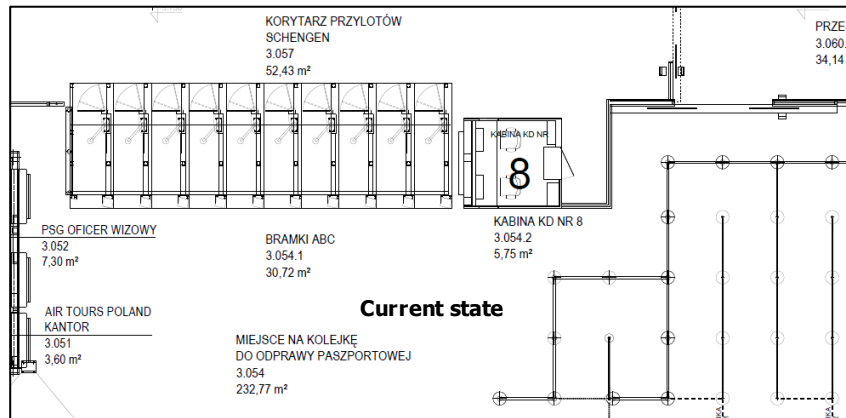
existing 10.

15

*Automated Border Control

Airport's Flexibility and Operational Bottlenecks

Capacity Increase Proposals in the Document Control Zone (ABC) in Arrivals (NSCH-SCH Lvl. +2)

- Addition of 5 ABC gates.

The establishment of the new Airport Operations Center is aimed at:

- Improving communication and information exchange without the need to make phone calls or use the radio;

- Improving the joint decision-making process through direct contact between representatives of airport services, state services and Chopin Airport users with the Airport Duty Officers Shift Manager;

- Improving common situational awareness regarding the operation of Chopin Airport;

- Improving cooperation between airport services, state services and Chopin Airport users through direct contact in the Operational Center of decision-makers from individual areas.

- Current exchange of information and efficient development of solutions between the Airport Duty Officers Shift Manager and representatives of individual services at the Airport Operations Centre in the event of announcing alarms as stipulated in the Airport Emergency Plan.

The main task of the Airport Operations Centre is to ensure the safety of air operations and airport continuity.

The features and layout of workstations in the Aiport Operations Centre
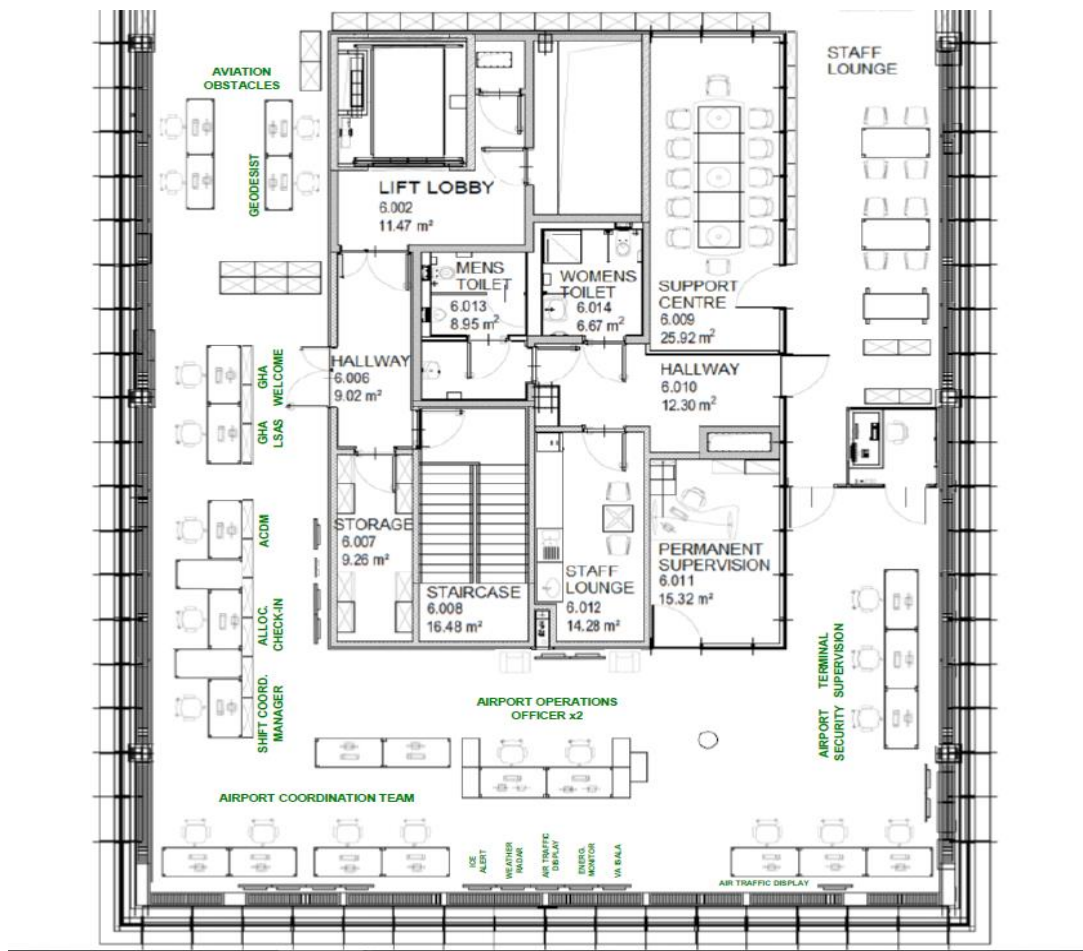
<u>The personnel of the Airport Operations Centre comprises</u>:

Airport Duty Officers Shift Manager, who is also the head of the Centre;

Airport Duty Officers;

Terminal Duty Officer;

Operational Coordination Shift Manager;

Staff of Operational Coordination;

Welcome Airport Services representative;

Polish Aviation Group representative;

Airport Security.

Completed investment projects fostered increased operational readability and effectiveness

- On April 18, 2022, Apron 5A was put into operational use after reconfiguration (5 a/c parking stands for full C code instead of the previous 7-8 stands of not full C code).

- On May 5, 2021, Apron 1 was put into operational use after reconfiguration (4 a/c parking stands for C code, 2 a/c parking stands for B code, 3 a/c parking stands for A code instead of the previous 9 B/A parking stands).

- On January 4, 2021, a new EBS (Early Baggage Storage) was put into service.

- On October 12, 2020, document control for Non Schengen arrivals was put into use at level 100 of the Terminal in the configuration of 12 traditional desks and 10 ABC instead of the previous 18 traditional desks.

- On July 1, 2020, additional bus gates (1N-4N) in the Non Schengen zone were put into service.

- On February 10, 2020, two holding points near the RWY29 threshold were put into service.

The main goals and tasks for ourselves in the upcoming S23

Handling agents, Airport, Airline LOT

• Further, intensive recruitment process, which allows us to forecast the fulfillment of the demand (coordinators) before the start of S23. We take steps to reduce employee fluctuation, which will also translate into the quality aspect of staff.

• Enlargement of the Training Team in the operational structure.

• GHA are completing the process of purchasing conveyor belts equipped with the PowerStow system, which reduces the number of brigades operating A/C type B737 and A320 bulk. At the beginning of the new year, we assume that operational capacity will reach 9 units of this type.

• GHA are proceeding with the purchase of 2 new loading platforms in order to improve accessibility in this equipment group and reduce the distances covered by these units. For this reason, it is extremely important to be able to park as close as possible to the stands where cargo aircraft service is planned.

The main goals and tasks for ourselves in the upcoming S23

GHA are planning to introduce another drawbar tug in S23. Units of this type are characterized by greater flexibility and turn out to be extremely useful in the event of a dynamically changing situation.

GHA will continue to recruit and train operational staff throughout the winter season to improve their performance during the peak of holiday travel in the summer months.

Actions to be implemented on the part of LOT

Additional SBY planes

Changes in operating times

Changes in transit connections

Reduction of the number of flights

Prioritization of flights at the stage of their execution

SUMMARY

The planned modernizations may cause some delays during peak hours, however:

- Completed investments will help us minimizing them in S23;

- all entities are striving to improve operational results;

- we are flexibly adapting strategies to create as low as possible delays in the upcoming Summer season;

- the key element for us remains a collaboration with NM and exchange of information.

Thank you