

PDC Slot Management



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Why are slot times so important?

The competition among airlines is keen and the "battle" is not only fought on the field of price, service, etc. Having the best connections has a significant impact on market shares too.

All airlines want the slot times that enable them to offer the best connections for their passengers. This makes an



entire business of handling, managing and selling slot times.

In other words, having the good time slots means big business and it is important to manage the slots properly and make sure not to lose ones rights.

Time slots are allocated according to a complex set of rules, historical rights, etc. And once an airline has obtained its

slots there are obligations to use or sell them. Should an airline fail to use its slots or send the proper reports, there are heavy economic penalties - or worse - loss of time slots.

Challenges

- New governmental laws, regulations and restrictions.
- Continuously updating of IATA chapter 6.
- Cost reductions.

Benefits

- Higher quality of slot schedules.
- Enhanced productivity and capacity management.
- Improved management of 80/20.

Monitoring Slot Status Comparison of Schedule with Slots Coordinated

PDC Slot Management is a tool to administer an airline's slots at coordinated airports. It maintains an updated slot status including deviations between scheduled and coordinated slots and gives reports on actual performance at airports.

PDC Slot Management receives the airline schedule from the airline's schedules planning system and the airline's operations control system. It tracks all SCR traffic. It supports preparation of SCR's for 'problem flights'. It provides reports on screen and on print.

Benefits from SCORE developments

PDC Slot Management bene-

fits from more than 20 years of experience from airport slot coordinators world-wide. PDC is supplier of the airport slot coordination software, PDC SCORE.

PDC SCORE is the most widely used software for airport slot coordination with installations in numerous countries.

PDC SCORE is continually

upgraded based on requirements of IATA and the airport users.



Functions

Slot Status

PDC Slot Management maintains status of the airline's slots. It keeps track of all issued SCR's and all responses. It allows issue of slot information requests and processing of the reply.

Deviations between Scheduled and Coordinated Slots

PDC Slot Management receives the airlines' schedule in batch mode or in real time. It highlights the deviations between the schedule wanted and the actual slots as coordinated.

Maintain Historical Rights

PDC Slot Management helps the airline maintain its historical rights to slots. It is a tool to monitor how the performance has been on

coordinated airports so that focus can be given to stations where a risk of losing a valuable slot is persistent.

Presentation

Slot status is presented in an SCR like formatted report showing 'problem flights' for all or selected stations, period, flight number range, aircraft types and service type codes.

Interface for historical data (information on performed flights) is loaded into PDC Slot Management via an SQL gateway or imported as a text file.

Automatic Handling of deviations and sending of SCR's

When deviations between the schedule wanted and the

actual slots are discovered, PDC Slot Management automatically generates the SCR that should be sent to the coordinator to change the slot so that it matches the schedule. When generated, the telex is sent to the coordinator. Offers received from the coordinator are presented to the user, and the acceptance or rejection is returned.

Implementation of PDC Slot Management and interfaces to other systems

PDC Slot Management is implemented as a stand-alone system with integration to a third party operations control system. As a standard, telex interfaces are file based. This makes the PDC Slot Management easily adaptable to either a

standard Sita-text environment or to a customer specific message exchange system.

Logging

Logging of all incoming and outgoing telex'es with the ability to mark or comment telex'es for later handling or checking is also provided.

Error Queue

When telex'es are received that do not conform to the IATA chapter 6 standard, they are put in an error queue. The user can then manually amend the telex and resend it, or choose to discard the telex.

Initial Submission

The task of initial submission at the start of a new season is also possible using PDC Slot Management.

List of remaining flights with changes according to original plans..

Stn	Received	Status	Flid	Start	End	Days	Arr/Dep	Tlx Sent
ARN	28NOV06 1541	CR	SK 0026	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0027	28NOV06	28NOV06	2	ARR	Y
ARN	28NOV06 1541	CR	SK 0048	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0049	28NOV06	28NOV06	2	ARR	Y
ARN	28NOV06 1541	CR	SK 0105	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0106	28NOV06	28NOV06	2	ARR	Y
ARN	28NOV06 1541	CR	SK 0149	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0172	28NOV06	28NOV06	2	ARR	Y
ARN	28NOV06 1541	CR	SK 0400	28NOV06	28NOV06	2	ARR	Y
CPH	28NOV06 1541	CR	SK 0400	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0401	28NOV06	28NOV06	2	DEP	Y
CPH	28NOV06 1541	CR	SK 0401	28NOV06	28NOV06	2	ARR	Y
ARN	28NOV06 1541	CR	SK 0404	28NOV06	28NOV06	2	ARR	Y
CPH	28NOV06 1541	CR	SK 0404	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0405	28NOV06	28NOV06	2	DEP	Y
CPH	28NOV06 1541	CR	SK 0405	28NOV06	28NOV06	2	ARR	Y
ARN	28NOV06 1541	CR	SK 0406	28NOV06	28NOV06	2	ARR	Y
CPH	28NOV06 1541	CR	SK 0406	28NOV06	28NOV06	2	DEP	Y
ARN	28NOV06 1541	CR	SK 0407	28NOV06	28NOV06	2	DEP	Y



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