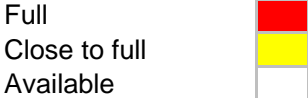


| | | 06 | | 07 | | 08 | | 09 | | 10 | | 11 | | 12 | | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | | 19 | | 20 | | 21 | | 22 | | 23 | | |
|----|---|---------|----|----|----|----|----|---------------|----|----|----|----|----|---------------|----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|
| | | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | 00 | 30 | |
| | | RWY A+B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RWY A | | |
| D1 | A | | | | | | | | | | | | | | | Full | | | | Full | Close to full | Close to full | | | | | | | | | | | | | | | Full | |
| | D | | | | | | | | | | | | | | | Close to full | | | | Full | Close to full | Close to full | | | | | | | | | | | | | | | Full | |
| D2 | A | | | | | | | | | | | | | Close to full | | Full | Full | Close to full | Close to full | Close to full | | | | | | | | | | | | | | | | | | |
| | D | | | | | | | | | | | | | Close to full | | Full | Full | Close to full | Close to full | Close to full | | | | | | | | | | | | | | | | | | |
| D3 | A | | | | | | | Close to full | | | | | | | | Full | Full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Full | Full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | | |
| | D | | | | | | | Close to full | | | | | | | | Full | Full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | Close to full | | |
| D4 | A | | | | | | | | | | | | | | | Full | Full | Close to full | Close to full | Close to full | | | | | | | | | | | | | | | | | | |
| | D | | | | | | | | | | | | | | | Full | Full | Close to full | Close to full | Close to full | | | | | | | | | | | | | | | | | | |
| D5 | A | | | | | | | | | | | | | | | Close to full | Close to full | Full | Full | Close to full | | | | | | | | | | | | | | | | | Close to full | |
| | D | | | | | | | | | | | | | | | Close to full | Close to full | Full | Full | Close to full | | | | | | | | | | | | | | | | | Close to full | |
| D6 | A | | | | | | | Close to full | | | | | | | | Close to full | Full | Full | Close to full | Close to full | | | | | | | | | | | | | | | | | Close to full | |
| | D | | | | | | | Close to full | | | | | | | | Close to full | Full | Full | Close to full | Close to full | | | | | | | | | | | | | | | | | Close to full | |
| D7 | A | | | | | | | | | | | | | | | | Close to full | Full | Close to full | Close to full | | | | | | | | | | | | | | | | | Close to full | |
| | D | | | | | | | | | | | | | | | | Close to full | Full | Close to full | Close to full | | | | | | | | | | | | | | | | | Close to full | |



*Please note that the NAC charts are an indication of availability at a point in time.
For the actual availability, please send SAQ/SCR/SMA, indicating specific week/period you wish to operate.

| | |
|-------------------------------|-------|
| weekly capacity (MAX : 6,500) | 6,037 |
|-------------------------------|-------|

*When weekly capacity on the left column is **full (red colored)**, any new requests cannot be accommodated at any time.
*This NAC chart is only available for the slot holders which are accommodated within weekly capacity.

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For Airports: use of confidential information should be limited within each company.