

Worldwide Airport Slot Board

Priority for series of slots allocated on ad hoc basis during the COVID 19 crisis

Background:

The experience gained during the ongoing COVID-19 pandemic crisis has demonstrated that the application of the different slot relief measures adopted worldwide, with the aim to help the airlines and airports to better face the crisis and enable the recovery, may create temporary capacity availabilities at coordinated airports.

These capacity availabilities very often mean opportunities for entry to new airlines and/or different types of services, which seek to give adequate and quick response to whatever demand is at some markets. At the same time, the crisis provides the opportunity to some airlines to review and optimize their schedules. However, all these opportunities will not always allow the operators to build up historic access rights for the series of slots involved, which may have been allocated by the relevant coordinator on an ad-hoc basis only, as those slots will eventually return to their historic slot holder.

Bearing in mind that some of these newly allocated or retimed series of slots may be intended to continue beyond the crisis, WASB has agreed a procedure to recognize an additional priority to these series of slots (that were allocated on an ad-hoc basis during times of crisis and as a consequence of slot relief measures) at the time of the initial slot allocation process of the next equivalent season. Furthermore, this is in line with some of the existing WASG provisions (i.e. 8.4.1 and 8.7.1-d) and WASB recommendations on airport slot alleviation measures for NW21 & NS22.

Process for managing the additional priority to series allocated on an ad hoc basis

Whenever slot waivers or slot alleviation measures apply, the Historic Baseline Date (HBD) is used as the reference for the calculation of the historic data (time, aircraft type, etc.). This means that, if the series of slots complies with the slot usage rule, then the historic precedence is granted with the slot data held at HBD, and that any series retimed or newly allocated after HBD would be on an ad-hoc basis.

In the case of series retimed after HBD, the historic precedence (if any) would be recognized for the times and with the data held at HBD. On the other hand, in the case of series newly allocated after HBD, no historic precedence would be granted in this scenario.

The recognition and management of an additional priority to these series of slots by the relevant coordinator and during the initial coordination, would be administered according to the following procedure:

a) For those series of slots held at HBD but retimed after

- Unless otherwise agreed between the coordinator and the airline at the time the retiming is confirmed, and whenever the series comply with the applicable slot usage rule, the coordinator will include these series of slots in the SHLs for the next equivalent season as they were allocated at HBD.
- The airline will clearly identify those series of slots in the SHLs that would be requested and retimed again in the initial submission. The airline should inform the coordinator and confirm with them the feasibility to apply this additional priority before the agreed historic deadline.
- If the airline wishes to benefit from this additional priority, then the airline must submit this request before the initial submission deadline and include a SI line claiming for that additional priority.
- The coordinator will consider and apply this additional priority during the initial coordination process at the airport concerned.

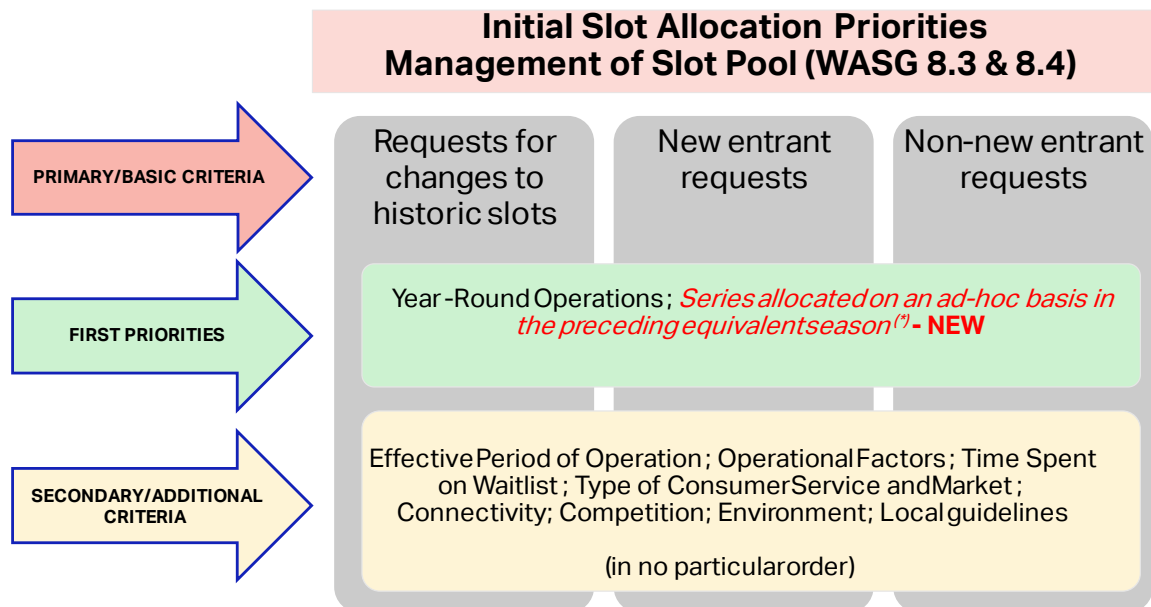
b) For those series of slots newly allocated after HBD

- Whenever they comply with the applicable slot usage rule, the coordinator will identify these series of slots and, ideally, include them in the SHLs for the next equivalent season with the action code 'T'. Coordinators should apply limiting provisions to ensure that the airline does not benefit simultaneously from both the slot relief measures for the series of slots allocated at HBD and from this additional priority for newly allocated series after HBD in the same airport, on the same day of operation and for the same or equivalent timings.
- If the airline wishes to benefit from this additional priority, then the airline must submit this request before the initial submission deadline and either use the regular historic requests action codes or request it as new and include a SI line referring to this additional priority.

The coordinator will consider and apply the above additional priorities during the initial coordination process at the airport concerned (see Annex). During this process, when allocating the slot pool, series of slots that have received any of these additional priorities should be evaluated before new demand for the same timings within each category of flights (i.e., historic retimes, new entrants and non-new entrants). Furthermore, series with this additional priority and that have operated during more than one season will have priority over series operated in such a manner only in the precedent equivalent season.

This procedure would apply until the initial coordination of the first equivalent season in which the standard slot usage rules are set at 80/20 again.

Annex A



^(*) as a consequence of any applicable slot relief measures during times of crisis