

## Airport slot alleviation measures for Northern Winter 2022 (NW22) WASB

### Recommendation

### The following details the recommendation of the Worldwide Airport Slot Board (WASB) concerning the Northern Winter 2022 season and slot use alleviation

## 1. BACKGROUND

- 1.1. The Worldwide Airport Slot Board recognizes that different countries and regions are recovering and reopening at different rates. The continuing COVID-19 sanitary uncertainty may necessitate the prolongation of slot use relief measures through the Winter 2022 season.
- 1.2. In light of the above, the Worldwide Airport Slot Board recommends to regulators who may wish to opt for extending airport slot alleviation measures for Northern Winter 2022 to do it with the principles outlined in the slot alleviation matrix in Section 2. Where conditions allow, regulators should aim at progressively reinstating the policies and provisions contained in the Worldwide Airport Slot Guidelines.
- 1.3. The Worldwide Airport Slot Board invites the competent regulatory authorities to take full account of the principles in the slot alleviation matrix in Section 2 when considering slot alleviation measures. The WASB further recognizes that local competent authorities will make the final decision on how they adapt the principles below to the circumstances and needs of their local market.

## 2. PRINCIPLES:

- 2.1. When considering the most appropriate alleviation measures, the fact that **carriers may operate flights to/from different type of markets** shall be duly taken into account when providing an approach for NW22.
- 2.2. Further consideration shall be given to **changing circumstances in various markets**, which may occur during the season. In such situations, full regard shall be given to JNUS provisions in Section 3.
- 2.3. Market definitions:
  - 2.3.1. **Severely restricted markets**, that is countries, airports or regions where travel restriction levels prevent a sustained recovery. For example, restrictions that prevent all but essential travel, require mandatory quarantine or isolation even in case of negative COVID test, imply restrictions on crew layovers with quarantine, or restrict reopening to nationals and residents only, restrict frequency of operation and/or imply caps on load carried inbound to the country.
  - 2.3.2. **Partially restricted markets**, that is countries, airports or regions where travel

is permitted with restrictions. For example, travel is permitted for vaccinated passengers but require quarantine for non-vaccinated passengers and more than one COVID test per passenger regardless of vaccination status, crew are subject to testing and arrival processes (not quarantine) that restrict scheduling flexibility.

2.3.3. **Reopening markets**, that is countries, airports or regions where travel is permitted for vaccinated passengers, and at most a single PCR test is required for non- vaccinated passengers, with crew restrictions eliminated.

2.3.4. **Open markets**, that is countries, regions or local (domestic) markets where travel is permitted for all passengers.

2.4. The slot alleviation measures for NW22 for each type of market should be applied in accordance with the table below:

## Northern Winter 2022 slot alleviation matrix

	Severely restricted markets	Partially restricted markets	Reopening markets	Open markets
<b>Slot utilization rate</b>	The utilization rate should be set at a <b>maximum of 50:50</b> ; and WASG art. 8.7.2.2 shall be suspended.	The utilization rate should be set <b>within a range of 60% to 70%</b> (i.e. 60:40 to 70:30); and WASG art. 8.7.2.2 shall be suspended.	The utilization rate should be set <b>within a range of 60% to 70%</b> (i.e. 60:40 to 70:30); and WASG art. 8.7.2.2 shall be suspended.	The slot utilization rate should be set at <b>80%</b> (i.e. 80:20) where travel takes place within and/or between open markets.
		<p>An <u>air carrier operating to or from a severely restricted market</u> should be provided the ability to return <u>all their full series</u> of historic slots at the other end of the route (other than newly allocated series).</p> <p>The slot utilization rate should be according to the applied severely restricted market rate (max. of 50:50) at both ends of the route. Slots alleviated to comply with reciprocity requirements may only be reallocated for ad hoc operations.</p>		
<b>Series return</b>	<b>Full series of historic slots</b> (other than newly allocated series) for which a carrier wishes to claim full season alleviation should be returned between the Historic Baseline Date (HBD) and HBD+7 days. The coordinator will alleviate the series and place them in the slot pool for reallocation and use on a non-historic basis only.	<b>Between 20% to 50% of full series of historic slots</b> (other than newly allocated series) for which a carrier wishes to claim full season alleviation should be returned between the Historic Baseline Date (HBD) and HBD+7 days.	<b>Up to 20% of full series of historic slots</b> (other than newly allocated series) for which a carrier wishes to claim full season alleviation should be returned between the Historic Baseline Date (HBD) and HBD+7 days.	<p>No full series returns for traffic within open markets.</p> <p>For historic traffic to all other markets, the same full series returns and the maximum utilization rate principles for <u>reopening markets</u> should apply.</p> <p><i>(meaning traffic to other markets should be granted up to 20% full series returns and 60-70% use rate)</i></p>
<b>Cap on series return</b>		The cap on full series returns should be set at a level deemed necessary to sufficiently address the <u>share of historic traffic to restricted and other recovering markets</u> . The coordinator will		

		alleviate the series and place them in the slot pool for reallocation and use on a non-historic basis only.	
<b>Series not returned or partially returned</b>	Series of slots held at HBD that are not returned or are only partially returned at the deadline of HBD+7 days will be subject to the utilization requirement set for that season to secure the historic precedence in the subsequent equivalent season.		
<b>Pre-HBD returns</b>	WASG 8.7.2.2 (Pre-HBD returns) is suspended		
<b>Series return b/w HBD and HBD+7</b>	Slot series returned between HBD and HBD +7 should not be reallocated to the same carrier for the same use within four weeks of HBD +7, unless there is a valid reason confirmed by the slot coordinator for reallocating these slots for use		
<b>Slots held after HBD+7</b>	Slots held after HBD+7 which cannot be operated due to COVID-19 restrictions <b>must be returned without delay but not later than six weeks prior to planned operation.</b>		
<b>Series of slots not intended for use</b>	Airlines must hand back <i>any</i> series of slots not intended for utilization as soon as possible but no later than HBD/HBD+7.		
<b>Retiming</b>	Retiming and repurposing of slots within the six-week period is allowed provided that capacity is available.		
<b>Ad hoc operated and re-timed slot priority</b>	Series of slots allocated and operated as approved on a non-historic basis have priority over new demand for the same timings in the next equivalent season, subject to capacity and any other legal conditions. (WASG 8.7.1 (d) For the initial coordination of NS23 , series operated as stated above during NS21 and NS22 will have priority over series operated in such a manner only in NS22. The same is true of the proceeding NW21 and NW22 seasons.		
<b>Slot returns</b>	Airlines should return without delay any slots of flights that are not intended to be operated or of flights they do not have the operational resources to perform.		
<b>Use it or Lose it Rule</b>	The "Use it or Lose it" calculation is based on the series of slots held at Historic Baseline Date (HBD)		
<b>Global Reciprocity</b>	Where reciprocal treatment is required by the Regulator, this should take precedence over the WASB Recommendation		

### 3. JUSTIFIED NON-UTILIZATION OF SLOTS (JNUS)

- 3.1. The existing justified non-use criteria in art. 8.8 of the WASG does not capture specific restrictions resulting from the COVID-19 pandemic that may prevent airlines from operating scheduled flights for reasons other than commercial cancellations.
- 3.2. Coordinators should accept as valid justification for the non-utilization of series of slots, any prolonged or new government restrictions, to specific airports, destinations (including intermediate points) or countries for which the slot was held, such as examples listed hereafter.
  - 3.2.1. Government travel restrictions based on nationality, closed borders, government advisories related to COVID-19 that warn against all but essential travel, or complete bans on flights from/to certain countries or geographic areas.
  - 3.2.2. Severe government restrictions related to COVID-19 on the maximum number of arriving or departing passengers on a specific flight or through a specific airport.
  - 3.2.3. Government restrictions on movement or quarantine/isolation measures within the country or region where the airport or destination (including intermediate points) is.
  - 3.2.4. Government-imposed closure of businesses essential to support aviation activities (e.g. closure of hotels as well as public facilities such as restaurants and leisure venues).
  - 3.2.5. Unforeseeable restrictions on airline crew, including sudden bans on entry or crew stranded in unexpected locations due to quarantine measures.
- 3.3. Furthermore, enhanced transparency regarding the application of JNUS criteria is necessary to ensure that the proposed examples above are responsive to aviation stakeholders' needs. Coordinators should report, where requested by local Coordination Committees and agreed with the coordinator, on the implementation of the proposed list.
- 3.4. Coordinators are encouraged to make early decisions so that airlines return slots for which they receive JNUS at least 6 weeks in advance of planned operation.
- 3.5. Coordinators are encouraged to grant alleviation during a recovery period of up to 6 weeks following the announcement of the ending of any relevant restrictions which lead to alleviation under 3.2.
- 3.6. In the event of airport capacity reduction as a result of health measures being imposed, regards should be given to the [WASB Best Practice Paper on Capacity Reductions](#) and the JNUS provisions contained therein.

### 4. CONDITIONS:

- 4.1. Alleviation measures shall not apply to a series of slots of an airline that permanently ceases operations at the airport.

- 4.2. Exchanges and transfers currently allowed will continue where they are not prohibited by the laws of the relevant country WASG 8.11.5.
- 4.3. New slot trade arrangements are not eligible for full season alleviation (this does not include continuation or unwinding of existing slot trade arrangements) but are eligible for other slot relief measures mentioned in Section 2.
- 4.4. Implementation of a recommendation agreed in the WASB must be legally approved by the competent authority of the country where the coordinated/scheduled facilitated airport is located. In some jurisdictions, it requires the entering into force of a new legislation or the modification of an existing legislation
- 4.5. Where regulations governing slot policies and alleviation measures are already in place, those regulations have precedence over the policies, principles and processes of this Recommendation.