



# Aircraft Manufacturing Delays

## IATA Guidance: JNUS

### Situation

The aviation industry is facing significant challenges due to delays in aircraft manufacturing and conversions, particularly from major manufacturers like Boeing and Airbus. The delays are caused by multiple issues:

- **Supply Chain Disruptions:** The global supply chain has been severely impacted by geopolitical tensions, the COVID-19 pandemic, and logistical bottlenecks. These disruptions have led to shortages of essential components needed for aircraft production.
- **Labor Shortages:** The aviation manufacturing sector is experiencing a shortage of skilled labor. This has been exacerbated by workforce reductions during the pandemic and ongoing labor disputes.
- **Quality Control Issues:** Manufacturers have faced significant quality control problems. These issues have necessitated additional inspections and rework, further delaying production.

These delays have far-reaching implications for airlines, affecting their operations, the ability to use slots, financial health, and customer satisfaction.<sup>1</sup>

### Airline impacts

- **Fleet Expansion and Replacement:** Airlines relying on new aircraft or cargo conversions for fleet expansion or replacement are facing operational challenges. Delayed delivery disrupts their capacity planning, route development strategies and the ability to use slots.
- **Operational Costs:** The need to extend the use of older, less efficient aircraft increases maintenance and fuel costs. Additionally, leasing aircraft as a stopgap measure can be financially burdensome.
- **Customer Satisfaction:** Operational disruptions due to delayed aircraft deliveries can lead to flight cancellations or schedule changes, negatively impacting customer satisfaction and loyalty.

## JNUS applicability and airline mitigation measures

WASG 8.8 refers to JNUS eligibility for reasons that are unforeseeable and unavoidable. Airlines cannot be reasonably expected to use slots where, there was no actionable knowledge of a delayed aircraft delivery date, in a timely manner, and during the planning process. Or, there is no reasonable alternative solution for an airline to operate as planned.

Typical airline mitigation measures may include:

- **Extending the use of older aircraft,** where the cost, operational practicalities, or regulatory compliance, of doing so does not make the planned use of slots nonviable.

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<sup>1</sup> See also <https://www.iata.org/en/pressroom/2024-releases/2024-12-10-02/>

- **Leasing Aircraft** from third-party providers can help bridge the gap until new deliveries arrive. This provides a flexible, albeit temporary, solution. Leasing options have however become scarce, and the cost has risen, due to ongoing engine and manufacturing issues, making this option nonviable in some cases.
- **Route Adjustments** may be possible by transferring frequencies from less profitable routes, but some interpretations of historic precedence eligibility may prevent this solution.

## Recommendation

In light of manufacturing delays preventing the use of slots, airlines may seek JNUS eligibility. JNUS should be considered under the following circumstances:

- An existing aircraft delivery date has been deferred.
  - Airlines, upon request, should provide evidence of delays from manufacturers, including expected and actual delivery dates, and the reasons for the delays.
- Airlines have taken all economically reasonable steps to mitigate the impact of the delays, such as leasing aircraft, extending the use of older aircraft, or adjusting route frequencies where viable.
- JNUS eligibility should be granted where approved at the other end of the route.
- Network impacts should be considered that may make connecting flights unsustainable.
- JNUS should be granted in advance of operations and until the deferred delivery date, plus a reasonable period for bringing the new aircraft into service.

Airlines should be prepared to provide documentation that confirms the above circumstances. Coordinators should be prepared to provide clear reasoning if unable to approve JNUS eligibility. IATA encourages coordinator-airline dialogue to identify if the events impacting individual airlines can reasonably be considered unforeseeable, unavoidable, and fall outside of the airline's control. Where agreement cannot be found, the airport Coordination Committee (or equivalent body) should be requested to provide guidance.

This guidance paper outlines the current challenges in aircraft manufacturing, the impact on airlines, and strategies to mitigate these issues. It also provides a framework for JNUS, helping airlines and coordinators navigate these difficult times.

## Contact

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