Fuel Supply Disruption

IATA Guidance: JNUS

Situation

Airlines are operating under exceptional, rapidly evolving conditions driven by military action and supply-chain disruption that affect fuel supply and planning. Consequences include airspace closures and restrictions, forced rerouting, reduced alternates, and widespread schedule disruption, all of which directly impact the ability to uplift required fuel.

Multiple carriers have warned of fuel shortages and deteriorating delivery reliability; industry monitoring has also reported severe disruption to global energy flows (including a collapse in tanker traffic through the Strait of Hormuz), with direct implications for jet-fuel supply chains.

Airline impacts

Fuel availability impacts

- Unreliable or insufficient uplift at certain airports;
- Airport-level mitigation measures (e.g., rationing) affecting dispatch;
- Rerouting and extended block times increasing uplift requirements beyond available supply;
- Authorities requesting or instructing airlines to cease flying.

Planning uncertainty & recovery

Operating conditions are changing quickly with limited forward visibility. Even when constraints ease, airlines require time to reposition aircraft/crews and restore network integrity, so impacts may persist for a reasonable recovery period.

Applicability of JNUS

Under established principles, JNUS applies where non-operation results from unforeseeable and unavoidable causes outside the airline's control that prevent operation of the flight. This includes war-related disruption, airspace restrictions, and **serious disturbance** of airport operations (see Annexes A–C).

Serious disturbance of airport operations:

Where airport fueling capability or allocation prevents timely or sufficient uplift, this constitutes a **serious disturbance** and can prevent flight operations, supporting JNUS eligibility.

Consequential impacts:

Network and rotation impacts resulting from the above (e.g., extended routings, alternates, or displacement) fall within accepted JNUS practice where linked to the qualifying events.

Recommendations

To ensure a consistent, fair, and harmonized application of slot rules, the following approach is recommended:

Airline Evidence

Airlines should be prepared to provide supporting documentation upon request to justify JNUS eligibility:

- Official notices (NOTAMs, regulator instructions, airport memos, or equivalent),
- Supplier/airport fuel allocation or uplift refusal,
- National fuel security / contingency measures,
- Airline-provided operational proof (network impacts, recovery period),

JNUS Approvals

- JNUS eligibility should be granted at either end of an affected route.
- Coordinators should recognise network-wide impacts, not solely the immediate cancellation cause.
- JNUS should be granted on a rolling six-week *ex ante* JNUS confirmation basis.
- Coordinators should provide clear reasoning where JNUS eligibility cannot be approved and engage constructively with airlines to reach agreement.
- Where agreement cannot be reached, the Coordination Committee (or equivalent body) should be invited to provide guidance.

Contact

For further information or discussion regarding this guidance, please contact: slots@iata.org

Annex A: WWACG Supporting References

- **Serious disturbance** (fueling example): *"a fuel system malfunction preventing aircraft from refuelling (on time)."*
- Unforeseeable & unavoidable causes outside the airline's control; consequential impacts; consideration of both ends of the route.

These references support recognition that inability to refuel (whether technical, infrastructural, or supply-chain-driven) constitutes **serious disturbance** and is JNUS-eligible within the WWACG interpretation.

WWACG Interpretation of Justified Non-Utilisation of Slots

Annex B: EU Regulation 95/93 Article 10(4) (Relevance)

- Operative test: relief applies where non-use results from unforeseeable and unavoidable circumstances outside the air carrier's control that prevent operation of the flight.
- Application: military action, airspace closure, refinery disruption, and logistics blockage are external and unavoidable; they can prevent compliant dispatch (lack of required uplift, or required rerouting exceeding available uplift). Thus, JNUS applies.

Council Regulation (EEC) No 95/93

Annex C: WASG

- The Worldwide Airport Slot Guidelines (WASG) recognize that airlines should not be penalized where slot non-utilization results from unforeseeable and unavoidable causes outside the airline's control that prevent operation of the flight.
- Under WASG Edition 4, Section 8.8 (Justified Non-Utilization of Slots), slots not operated are treated as operated where non-utilization results from external events such as airspace or airport closure or other actions that prevent operations as planned.
- Fuel availability is an essential element of airport infrastructure and aircraft dispatch. Where fuel supply disruption, rationing, or allocation restrictions arising from external events prevent compliant operation, the resulting non-operation falls within the scope of Justified Non-Utilization under the WASG.
- Accordingly, where fuel supply disruption caused by external events prevents operation, the preservation of historic precedence is consistent with WASG Section 8.8.

Worldwide Airport Slot Guidelines