

INFORMATION

“Northern Winter 2020 Slot Waiver”

Dear Reader!

After a lengthily discussion and negotiations among IATA, ACI and EUACA, the organisation representing the European Airport Slot- and Schedule Coordination's, agreement could be reached on possible conditions for an extension of the Slot Waiver in place (see regulation 2020/459 of the European Union, published on 31st March, 2020).

We would like to bring this document to your knowledge and as information for your further activities.

Northern Winter 2020 Slot Waiver

Joint proposal of airlines, airports and slot coordinators on conditions that should be applied to an extension of a slot waiver to the full NW2020 season

Reallocating slots and ensuring optimal use of airport capacity

Reallocation of slots is encouraged to ensure that everyone benefits from the slot waiver. It is in everyone's interest that the reallocation of slots is responsive to demand and the changing needs of the industry through the course of the season. As much advance notice as possible of changes to planned schedules should be provided to industry stakeholders. A timely return of slots to the pool is critical to this process.

Conditions

The waiver extension should apply to series of slots held on 31 August 2020 (the Historic Baseline Date).

The waiver should not apply to series of slots newly allocated from the pool for the NW20 season. Slots newly allocated from the pool for the NW20 season which an airline does not intend to use should be handed back prior to the Historic Baseline Date.

The waiver will not apply to series of slots of an airline that permanently ceases operations at an airport¹. An airline that ceases operations at an airport must immediately return all the slots allocated to it for the remainder of the season and for the next season (if already allocated) and advise the coordinator whether or not it will use the slots in the future. If an airline fails to provide necessary information on its plans for a certain airport by a reasonable deadline date set by the coordinator, then the coordinator may withdraw and reallocate the slots after having heard the airline concerned.

Where an airline does not intend to utilize slots, the series or part of a series, should be returned as soon as plans are known to allow reallocation. Where substantial changes to schedules are known, the airline should inform the airport and the coordinator of its intentions as soon as the waiver is granted and update the slots that have been allocated accordingly.

An airline which suspends its operations at an airport should immediately return the slots allocated to it for NW20 to the slot pool for reallocation.

Airlines must hand back slots not intended for utilization as soon as possible, but not later than three weeks prior to planned operation for these slots to be considered as operated in the context of the waiver.

Consideration for alleviation should be given to slots that are returned less than three weeks before operation should circumstances be outside the airline's control and related to the crisis. Requests for alleviation on this basis should be submitted to coordinators as promptly as possible for the coordinator to consider.

Slots newly allocated and operated as a series may be considered for historic status only if they meet the 80% usage requirement. In the event of newly allocated slots being within the same capacity relevant time/period where the same carrier has been given alleviation against historic slots, that historic status will only be given to newly allocated slots where historic slots from W20 SHL within the same capacity relevant time/period have also met the 80% usage requirement.

¹ An airline with no intention of operating in NW21 following no utilization of those slots in the NW20 period