

SCA/WG/015/24th Feb2021

Conditional offer of slots without prior historic precedence for Winter 2020/21 (W20) & Summer 2021 (S21) seasons

Introduction

- During the W20 and S21 scheduling process, SCA has been T-Coding all newly allocated slots (those without prior historic precedence) with the condition being that they are allocated on a non-historic basis.
- This document outlines the process that is in place for W20 and will continue in S21.
- At the time of writing, the applicable use-it-or-lose-it (UIOLI) rules for the S21 season are defined, but the guidance may be updated.
- This document is based on our current understanding of any conditions that may accompany alleviation and is therefore subject to change.
- Where alleviation is granted for W20/W21, SCA does not want to inadvertently incentivise carriers to request and hold on to slots that they do not intend to operate.
- SCA has allocated and will continue to allocate newly requested slots on a conditional basis with the condition being that the slots are on a non-historic basis. In doing so, SCA does not wish to prevent carriers from obtaining historic slots for the subsequent season if the slot held is subsequently used to operate a service. SCA will therefore review all conditional slots in line with 8.7.1(d) of the WASG.

Process

SCA has coordinated all new slots from the slot pool with a conditional approval. As per SSIM Chapter 6, these will be allocated subject to conditions:

- using action code **"T"**
- with the accompanying status information **"/ SA.NON-HIST SD.NON-HIST/"**

SCA would like to assure airlines that these conditional allocations will be fully coordinated against all declared scheduling parameters and will be included in the W20/S21 historic baselines and results tables (created at the HBD) as normal.

Airlines will be able to request changes to conditional slots as per normal but SCA kindly request that airlines refrain from merging "K" confirmed records with "T" confirmed records via SCR as this will be refused by SCA.

Retimes

SCA will allow carriers to retime of slots into available capacity exceeding the normal 60 minute total limitation. Such retimes will still count towards the original historic time if operated.

Historic Entitlement W20/S21

- 1) T coded slots which have a series of historic significance are included in the baseline but remain T coded. These series will be treated independently of any historic series of the same flight number or time and **may** be considered for historic entitlement as per 8.7.1(d) of the WASG.
- 2) T coded slots which are held for 4 or less weeks (not of historic significance) will be considered as ad-hoc and are not eligible for historic entitlement. Such slots will not appear in the baseline.
- 3) Carriers can make cancellations in advance of the HBD to Historic and T coded slots. Such cancellations will not be included in the calculation of the utilisation target. The utilisation target is calculated at HBD for the respective season.
- 4) T coded series will not be considered for historic entitlement in the subsequent seasons under the following circumstances:
 - a) The carrier cancels the complete series and return them to the Coordinator;
 - b) Where it is no longer possible for the carrier to achieve the applicable utilisation target for newly allocated series and cancellations do not qualify as justifiable non-utilisation of slots under the applicable alleviation conditions;
 - c) If the carrier ceases to operate at the airport and has no intention to operate in the subsequent season;
 - d) All historic slots that could have been used to operate the new service must have been utilised maintaining an existing historic entitlement of another series. All historic slots will need to be operated to the utilisation target before SCA will consider granting historic status to newly allocated slots. SCA will allow flexibility for carriers to retime live schedules and maintain the historic time;
- 5) T Coded slots operated during S21 will have higher preference during initial submission S22 if operated according to the allocated slot.

It is the general principle that SCA will consider the number of slots operated should exceed the utilisation target set for all historic slots before newly allocated slots will be considered for historic entitlement in the subsequent season.

- 6) All allocated slots will be required to comply with the applicable utilisation target to be considered for historic entitlement. Cancellations under a waiver will only be counted as operated as per the applicable regulation;
- 7) Newly allocated slots post the result table being created will be treated in the same way;
- 8) Where slots have been removed from the baseline as a result of it no longer being possible to achieve the utilisation target or in the case of newly allocated slots failed to meet the conditions contained in this document, the capacity will be made available to other carriers.

NOTE: A series is defined as per the EU Regulation/WASG

This process will apply as follows:

To all new allocations (without historic precedence from W19/S20) throughout the entire W20 and S21 scheduling process, from the distribution of W20/S21 SALs until the subsequent determination of W21/S22 SHLs.

Review

SCA will continue to keep this guidance under review and make changes, as necessary.

Version:	1.0
Replace Version:	n.a.
Date of Publication	24 th February 2021