



Dubai International Airport – Historic Eligibility

Background

Dubai Airports implemented a local rule to control fragmentation of the DXB schedule with effect from Summer 2016. The local rule aims to maximise utilisation of the scarce capacity at Dubai Airport and ensure that fragmentation does not block carriers wishing to operate all season. This rule affects flights which operate less than 80% of the entire season length and is applicable to newly allocated slots effective Summer 2016 onwards. Existing fragmented historics are unaffected. Historic eligibility will be measured regularly following the IATA Slot Return Deadline of 15th August and 15th January.

New services beginning later in the season may be exempt from this rule where there is an intent to operate at least 80% of the total weeks in the future season. Carriers are required to demonstrate intent to operate for 80% of the subsequent season. Failure to operate 80% of the subsequent season may result in the loss of historic status.

Historics Gained prior to Summer 2016

Historics gained prior to Summer 2016 that have a series less than 80% of the season will be unaffected by the local rule and will be treated in the same way as before the local rule was introduced. ACL will apply IATA Worldwide Scheduling Guidelines (WSG) principles in managing the historic status of these flights. Should a carrier lose fragmented slots that had gained historic status prior to Summer 2016 then any subsequent request for new slots will be treated in line with the Local Rule.

Application of the Local Rule

ACL's has considered the practical application of the local rule and has provided some examples below of ACL's treatment of flights expected to be affected by this local rule.

Carriers are encouraged to seek additional advice from ACL prior to making schedule changes if they are concerned or unsure the impact of such changes on future historic status.

In the below examples the yellow bars annotate the actual operation through the season with the blue bars detailing the historic allocation should the carrier meet the 80% utilisation and be within the required performance standards.

Fig 1: Achieves local rule due operating at least 80% of the full season under the same flight number

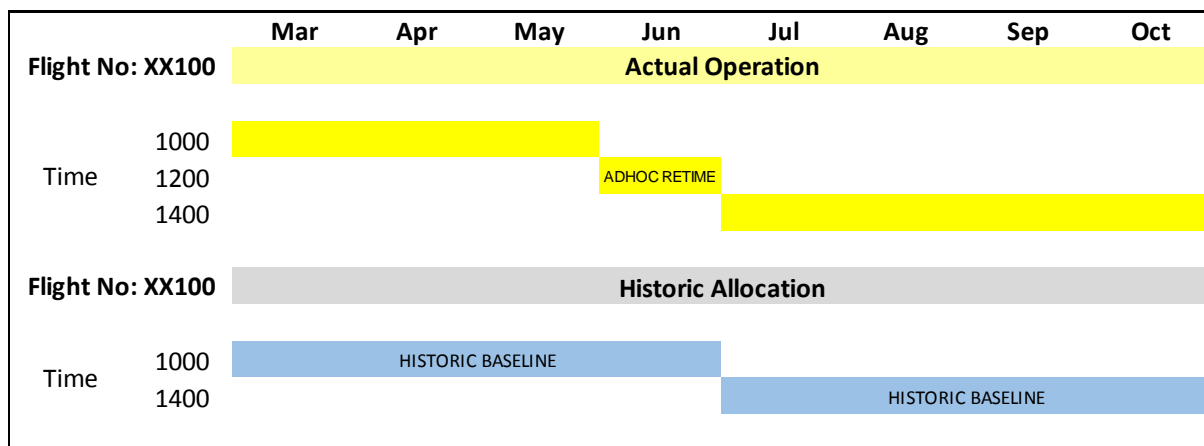


Fig 2: Responsibility of the operator to advise the coordinator at the slot return deadline that these flights link together to make one full season, ACL will then pass due at least 80% of the full season

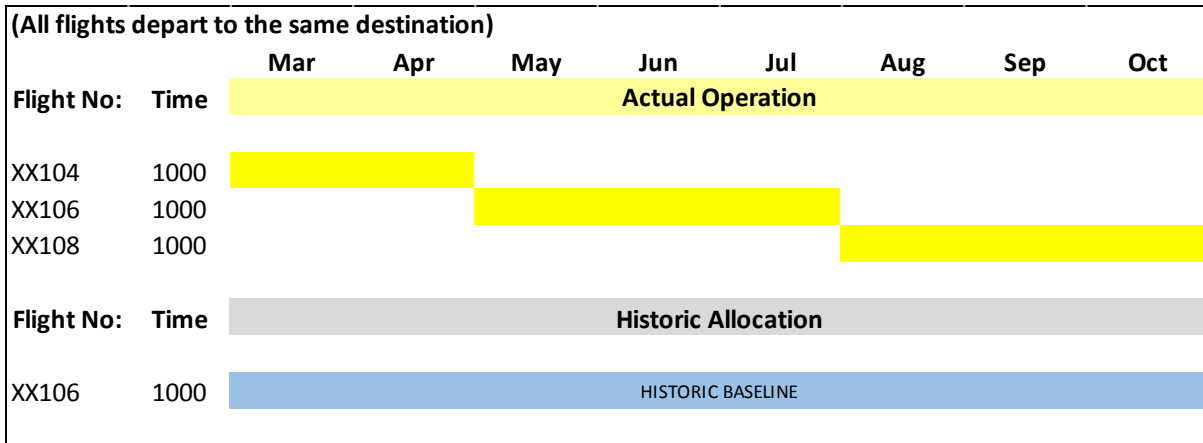


Fig 3: Fails local rule due different time to different destination across the season and each series is less than 80 of the season

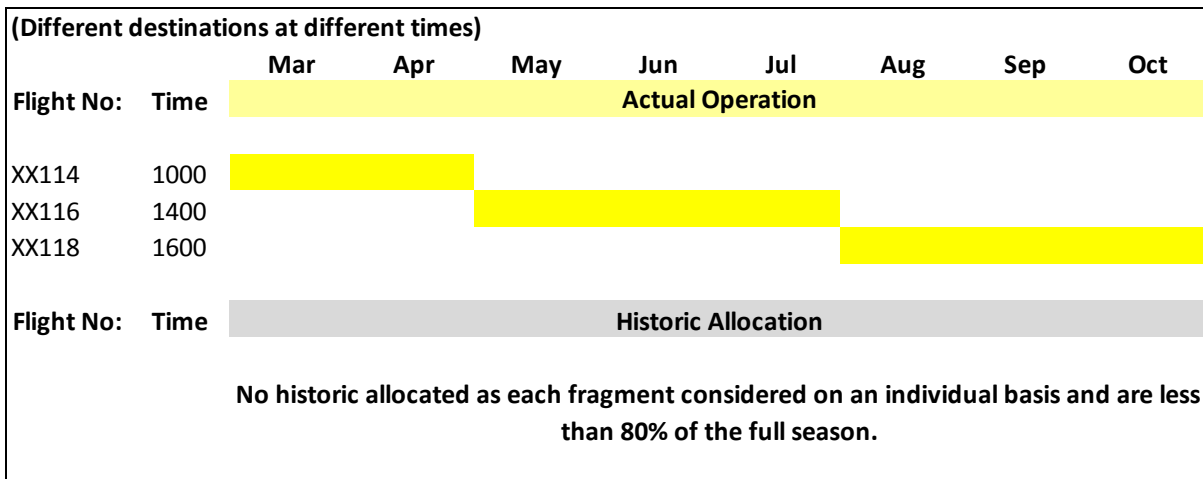
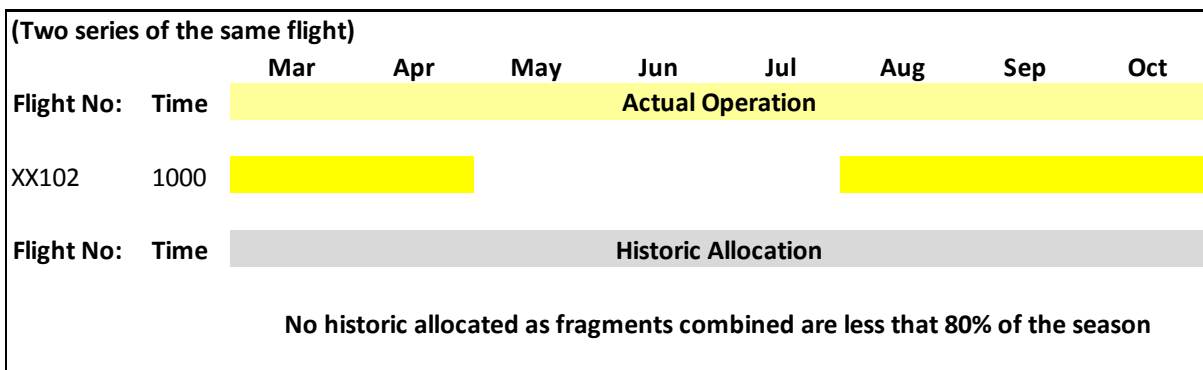


Fig 4: Fails local rule due less than 80% of the full season





Required Number of Operations

Summer 16 is 31 weeks in length, new flights must operate at least 25 weeks to be considered for historic precedence.

Winter 16/17 is 21 weeks in length, new flights must operate at least 17 weeks to be considered for historic precedence.

Contacts

Carriers wishing further information on the interpretation of this local rule should contact the Coordination Manager prior to making any schedule changes. Emails should be sent to DXBSTAFF@acl-international.com or call +44 208 564 0626.

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Dubai International Airport (DXB) is designated as IATA Level 3 – Slot Coordinated. This reflects increasingly scarce capacity at peak hours of operation and the need to implement scheduling processes that can promote best utilisation of the capacity.

ADDITIONAL SCHEDULING RULES AT DUBAI INTERNATIONAL AIRPORT (DXB) FOR HISTORIC ELIGIBILITY:

Services that hold a series of slots at the IATA Slot Return Deadline will not gain historic status in future seasons where either of the following apply.

1. The number of weeks in a series is less than 80% of the total weeks in the season.
 - a. Applies to all IATA SSIM chapter 6 service Types.
 - b. For historic eligibility the operator must be able to demonstrate ticket sales for each series.
2. The allocated slots are for positioning, transit or charter flights.
 - a. Applies to IATA SSIM chapter 6 service types G, R, C, O, L, P, T, K, E, W, X.
3. New freight integrator services, in accordance with the Cargo Local Rule.
 - a. Applies to IATA SSIM chapter 6 service types F, V, M, A, H.

Schedule requests for the same operation in future seasons will not be guaranteed a slot.

Historic eligibility will be reviewed regularly following the IATA Slot Return Deadline. The coordinator may withdraw any historic eligibility of an operator, if pursuant to the aforementioned points, the slot series is not held or operated as intended.

Operations that already have historic status prior to the publication of these rules:

The historic status of existing operations will be maintained. These will however be subject to the standard rules around utilisation as laid out in the IATA World Scheduling Guidelines. Failure to adhere to the rules will result in the loss of historic status and future applications will be treated as new services and subject to the rules relevant to these services as laid out above.

Exemptions:

New services beginning later in the season may be exempt from point 1, where there is intent to operate at least 80% of the total weeks in the future equivalent season.

For further clarification, please contact Business Development team.

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