

LOCAL RULE 2

SANCTIONS AGAINST THE LATE HANDBACK OF SLOTS

1. INTRODUCTION

The IATA Worldwide Scheduling Guidelines, paragraph 8.5 *Holding and Returning of Slots* states:

“Airlines may only hold slots that they intend to operate, transfer, exchange or use in shared operation”.

To ensure that scarce capacity is not wasted, airlines must immediately return any slots they know they will not use. Even at short notice, it may be possible to reallocate returned slots to other operators.

*In particular, series of slots that an airline does not intend to operate must be returned no later than the Slot Return Deadline dates of **15 January** (summer) and **15 August** (winter)*

Airlines that intentionally return series of slots after the Slot Return Deadline will receive lower priority by the Coordinator during the initial coordination of the next equivalent season.

A list of airlines that return series of slots after the Slot Return Deadline will be maintained and published by the Coordinator.

This document sets out how the coordinator will apply the sanction of lower priority.

2. APPLICATION OF LOWER PRIORITY

- 2.1 Where the coordinator deems that an airline has returned, or continues to hold, slots after the IATA Slot Handback Deadline in breach of the provisions of WSG para 8.5.3, he will contact the air carrier concerned and give it an opportunity to demonstrate to the satisfaction of the coordinator that the slots had not been intentionally held after the deadline date. The air carrier must demonstrate that the failure to return the slots in a timely manner was due exceptional circumstances beyond its reasonable control.
- 2.2 For the purposes of para 2.1, the coordinator will give the air carrier a reasonable time period to respond, typically 5 business days. If an airline disagrees with coordinators data, then it must contact the coordinator as soon as possible within the 5 business days.
- 2.3 The sanction of lower priority will be applied at the next suitable opportunity. Typically this will be during the initial coordination of the next scheduling period or next equivalent scheduling period, as the coordinator deems appropriate, where the air carrier concerned makes requests for new or retimed slots. If the air carrier does not request new or retimed slots for this scheduling period, then the coordinator may defer application of the sanction to a future scheduling period.

- 2.4 Where the sanction of lower priority is applied, the coordinator shall:
- a) Defer consideration of new slot requests made by the air carrier concerned until after the allocation of slots to all other air carriers during the initial allocation of slots for the scheduling period; and
 - b) Not accept any requests to retime slots by the air carrier concerned unless such retimes would improve the slots available to other air carriers.