



**Airport Coordination Ltd.**  
**Guidance to Historic Determination at**  
**Level 3 Airports in the Northern**  
**Hemisphere (Heathrow Airport only)**

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**January 2020**

## 1. Introduction

- 1.1 This document sets out ACL's guidance on the determination of historic precedence in accordance with the IATA Worldwide Schedule Guidelines (WSG) and EU Regulation 95/93 as amended by EU Regulation 793/2004 - The EU Slot Regulation.
- 1.2 It is intended as a general advice to air carriers on common issues of practice and interpretation. It does not purport to cover all possible scenarios and circumstances. ACL advises carriers to seek advice from the relevant Coordination Manager if unclear.

## 2. Eligibility for Historic Precedence

2.1 To be eligible for historic residence in the next equivalent season, slots must be:

- A series of at least five (5) slots requested at the same time on the same day-of-week.
- Used for the operation of direct air services.
- Operated as cleared by the coordinator for at least 80% of the time during the period allocated.

## 3. Historic Determination at London Heathrow

Heathrow (LHR) is full season schedule 'HUB' airport. It has a mixed schedule of ultra-long haul, long haul and short haul flights. There is less seasonality within the LHR schedule compared to other level 3 airports. Runway slots are allocated on a full season basis with small ad hoc changes occasionally requested through the season to solve various schedule issues (e.g. punctuality, civil disturbance, weather).

LHR is also constrained by the ATM CAP 480,000 ATM's per annum which are apportioned across the summer and the winter seasons. The ATM CAP is allocated according to Local rule 3 on a peak week basis. The ATM forms part of the historic slot allocation and as such each RWY slot requires an ATM allocation.

- 3.1 The cancellation of less than five (5) consecutive weeks prior to the slot return deadline will not affect the period of eligible historic precedence. A break of five (5) or more consecutive weeks will result in separate historic periods. Examples can be found in this document.
- 3.2 All cancellation after the slot return deadline and failures to operate without cancelling in advance count against the 80% use it or lose it rule, unless they can be justified in accordance with Article 10(4) of the regulation.
- 3.3 A series of slots is defined separately by day-of-week, so a daily service is considered as a series of Mondays, series of Tuesdays etc. The 80% use it or lose it rule is applied to each day of the week.

Example C																																	
Time	Flt no.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
1200	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	31 weeks Baseline
1200	1	1	2	3	4	5	6			9	10	11	12	13			17	18	19	20	21	22	23	24	25	26	27	28	29	30		25 weeks Live	
1200	1						7	8						14	15	16															31	6 weeks pool	
1200	1																																

**Example A:** The Airline holds a 31 week. At the return deadline the airline cancels 6 weeks and holds 25 weeks. The 80% use of a series of slots is measured against the number of slots held at the relevant slot return deadline of 31st January (Summer) or 31st August (Winter). The 6 weeks that have been cancelled are placed in the pool for Ad hoc use. Providing the Airline operates 80% of what it holds on a particular day and time it retains the historic rights to the full 31 weeks historic.

Example D																																	
Time	Flt no.																																
1200	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	31 weeks Baseline
1200	1	1				5	6			9	10	11	12	13				17	18	19	20	21	22	23	24	25	26	27	28	29	31	25 weeks Live	
1200	1						7	8						14	15	16														30	6 weeks pool		
1255	1		2	3	4																											Ad Hoc retime	

**Example B:** The Airline holds a 31 week. At the return deadline the airline cancels 6 weeks and holds 25 weeks. The 80% use of a series of slots is measured against the number of slots held at the relevant slot return deadline of 31st January (Summer) or 31st August (Winter). The 6 weeks that have been cancelled are placed in the pool for Ad hoc use. The airline then retimes on an ad hoc basis within the same hour and within the capacity constraints from 1200 to 1255 for a 3 weeks period. Providing the Airline operates 80% of what it holds on a particular day and time it retains the historic rights to the full 31 weeks historic and the 3 week retime counts towards the historic usage. The airline will be given the 12:00 time as the historic time as this is where the majority of the slot has been operated.

Example E																																	
Time	Flt no.																																
1200	1																																31 weeks Baseline
1200	1	1	2	3	4	5	6			7	8			14	15	16														30	25 weeks Live		
1200	1									9	10	11	12	13				17	18	19	20	21	22	23	24	25	26	27	28	29	31	6 weeks pool	
1255	1																																In season retime
1255	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	31 weeks Baseline

**Example C:** The Airline holds a 31 week at 1200. At the return deadline the airline cancels 6 weeks and holds 25 weeks. The 80% use of a series of slots is measured against the number of slots held at the relevant slot return deadline of 31st January (Summer) or 31st August (Winter). The 6 weeks that have been cancelled are placed in the pool for Ad hoc use. The airline then retimes within the same hour and within the capacity constraints from 1200 to 1255 for an 18 weeks period. The baseline time will change to 1255 providing the time fits within the capacity in the baseline. The Airline operates 80% of what it holds at the slot return deadline on a particular day and time it retains the historic rights to the full 31 weeks historic. The 6-week period flown at 12:00 counts towards the historic usage at the baseline time of 1255. The airline will be given the 12:55 time as the historic time as this is where the majority of the slot has been operated.

Example F																																	
Time	Flt no.																																
1200	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	31 weeks Baseline
1200	1	1				5	6			9	10	11	12	13			16	17														25 weeks Live	
1200	1						7	8						14	15															30	31	6 weeks pool	
1330	2		2	3	4																											Ad Hoc retime	
1500	3																		18													Ad Hoc retime	

**Example D:** ACL will allow Heathrow operators to retime up to 20% of the time held at the slot return deadline to a time outside of the baseline clock hour time for operational reasons. The historic will be where the majority of the live schedule has been operated. In this example the historic time will be 12:00 as 20 weeks has been flown at 12:00 providing the 80% utilisation (20 weeks) of the 24 weeks held at the slot return deadline have been operated.

## 4. Counting Operations

4.1 Actual operations automatically count towards the 80% use it or lose it rule when they operate within the following times of the allocated slot:

- **Arrivals:** 2 hours early to 12 hours late;
- **Departures:** 30 minutes early to 12 hours late

4.2 Operational delays over 12 hours do not count towards the 80% usage. Delays beyond 0600 the following day must request a new slot and do not count towards the 80% target.

4.3 Following ad hoc schedule changes, actual operations continue to count towards the 80% target of the series where the air carrier:

- Operates in the same hour of the historic slot time;

- Operates 20% or less at a time outside the historic hour;
- Changes the flight number;
- Changes the destination.

## 5. Allocation on a Non-Historic Basis

5.1 Slots may become available due to circumstances where the original slot holder will none-the-less retain historic precedence in the next equivalent season. This situation can arise where the cancellation is justified in line with Article 10(4) of the regulation, or where the cancellation or combination of cancellation is less than 20% of the original series of slots.

5.2 In order to make use of scarce airport capacity, the coordinator may offer these slots to other air carriers on a non-historic basis. The coordinator will inform the air carrier of the slot's status at the time of the offer, and in accepting the offer the air carrier acknowledges that the slots are not eligible for historic precedence in the next equivalent season. The ATM's to fund the Non historic flying are also allocated on a non-historic basis.