



Airport Coordination Ltd.
Guidance to Historic Determination at Level 3
Airports in the Northern Hemisphere
(excluding London Heathrow – LHR)

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-week¹;
- Used for the operation of direct air services²;
- Operated as cleared by the coordinator for at least 80% of the time during the period allocated;
- Must operate within an hour of the cleared time.

2.2 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 A	
Time	Fit no
1140	1
1115	2
1210	3
1140	1
1140 Returned	1

Example B	
Time	Fit no
1140	1
1115	2
1210	3
1300	1
15 weeks @ 1300	1

Historic of 1140 fails full season.C/R to be treated as new slot request for 15 weeks at 1300 only subject to baseline availability.

3. Determination of the 80% Target

- 3.1 The 80% use of a series of slots is measured against the number if slots held at the relevant slot return deadline of 31st January (Summer) or 31st August (Winter).
- 3.2 The cancellation of less than five (5) consecutive weeks prior to the slot return deadline will not affect the period of eligible historic precedence, providing it equates to 20% or less than the total series of slots A break of five (5) or more consecutive weeks will result in separate historic periods. Examples can be found in appendix one of this document.
- 3.3 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.

¹ Subject to applicable local rules.

² Direct Air Services as defined under EU95/93 amended EU Regulation 793/2004 2(c)

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 between 12 and 24 hours must be discussed with the coordinator. Delays beyond 0600 the following day must request a new slot and do not count towards the 80% target. At Dubai International Airport (DXB) delays over 24 hours 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 within an hour of the historic slot time;
- Changes the flight number;
- Changes the destination.

4.4 Changes greater than an hour DO NOT count towards the 80% use of the series.

Where the times are changed for a significant proportion of the scheduling period, the coordinator and air carrier should agree which time will be considered as historic in the next equivalent season.

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 slots 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.