

Conditional offer of slots without prior historic precedence for the Northern Winter 2020/21 (W20) season

Introduction

At the time of W20 initial coordination and the issuance of the SAL, there remained uncertainty regarding the extent of any alleviation from the utilisation targets in the W20 scheduling season. As this uncertainty continues as we approach the HBD the following guidance is designed to give an indication how ACL will treat newly allocated slots for the remainder of the scheduling process.

This document is based on our current understanding of any conditions that may accompany alleviation and is therefore subject to change.

If alleviation is granted for W20, ACL does not want to inadvertently incentivise carriers to request and hold onto slots that they do not intend to operate.

ACL 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, ACL does not wish to prevent carriers from obtaining a historic for the subsequent season if the slot held is subsequently used to operate a service. ACL will therefore review all conditional slots in line with 8.7.1(d) of the WASG.

Process

ACL 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/”

ACL 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 historic baseline and results tables (to be created at the HBD) as normal.

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

Retimes

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

Historic Entitlement W20

1. T coded slots which have a series of historic significance are included in the baseline but remain T coded. This 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 adhoc 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 be included in the calculation of the utilisation target as normal.
4. T coded series will not be considered for historic entitlement in the subsequent seasons under the following circumstances:
 - a. The carriers cancel the entire series

- b. Where it is no longer possible for the carrier to achieve the utilisation target
- c. Where greater than 20% of the series has not been operated or cancelled
- d. If the carrier ceases to operate at the airport and has no intention to operate in the subsequent season
- e. 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 ACL will consider granting historic status to newly allocated slots. ACL will allow complete flexibility for carriers to retime live schedules and maintain the historic time.

The general principle ACL will consider is 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. Examples of how ACL will treat newly allocated slots are included at the end of the document.

5. All allocated slots will be required to comply with the utilisation target to be considered for historic entitlement. Cancellations under a waiver will only be counted as operated for historic slots.
6. Newly allocated slots post the results table being created will be treated in the same way.
7. 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 except for DXB where the definition is as per the Local Rule on Historic Determination.

Scope

This process will be applicable at all **Coordinated** Airports which are coordinated by ACL and ACL International:

Country	Coordinated Airport
Canada	YTZ
New Zealand	AKL, CHC, WLG
Poland	POZ, WAW
Republic of Ireland	DUB
United Kingdom	BRS, BHX, LCY, LGW, LHR, LTN, MAN, STN
United Arab Emirates	DXB

This process will apply as follows:

- to all new allocations in the S20 scheduling season since the introduction of alleviation due Covid-19.
- To all new allocations (without historic precedence from W19) throughout the entire W20 scheduling process, from the distribution of W20 SALs until the subsequent determination of W21 SHLs.

Review

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

Flight No	K (Historic)							T (Newly Allocated)							O (Operated)							C (Canx Historic complying with Alleviation conditions)							Proposed SHL							Comments													
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7		1	2	3	4	5	6	7						
XX100	22	22	22	22	22	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	Alleviation requested as per the conditions and granted. All operations count against the utilisation target and historic entitlement granted for the subsequent season.
XX102	10	10	10	10	10	10	10	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	Newly allocated slots are not considered as operated as outside alleviation. As the records are treated independently the historic slots are counted as operated and therefore meets the utilisation target.	
XX104	22	22	22	22	22	22	22	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	12	12	12	12	12	12	12	12	22	22	22	22	22	22	22	22	22	22	22	22	22	22	Alleviation requested as per the conditions and granted. All operations count against the utilisation target and historic entitlement granted for the subsequent season.
XX106	22	22	22	22	22	22	22	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	0	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	Flights operated and count against the utilisation target and historic entitlement granted for the subsequent season.
XX108	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Newly allocated slot operated but as historic slot that were eligible for retime (XX100) was not utilised for this flight it does not attract historic status in the subsequent season.
Total	76	76	76	76	76	76	76	22	22	22	22	22	22	22	42	42	42	42	42	42	42	42	42	42	42	44	44	44	44	44	44	44	44	76	76	76	76	76	76	76	76	76	76	76	76	76	76	Carrier receives back the same number of slots as held historically and does not increase slot portfolio as a result of alleviation.	

Flight No	K (Historic)							T (Newly Allocated)							O (Operated)							C (Canx Historic complying with Alleviation conditions)							Proposed SHL							Comments													
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7		1	2	3	4	5	6	7						
YY100	22	22	22	22	22	22	22	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	0	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	Flights operated and count against the utilisation target and historic entitlement granted for the subsequent season.	
YY102	10	10	10	10	10	10	10	12	12	12	12	12	12	12	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	Newly allocated slots are not considered as operated as outside alleviation. As the records are treated independently the historic slots are counted as operated and therefore meets the utilisation target.	
YY104	22	22	22	22	22	22	22	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	0	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	Flights operated and count against the utilisation target and historic entitlement granted for the subsequent season.
YY106	22	22	22	22	22	22	22	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	0	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	Flights operated and count against the utilisation target and historic entitlement granted for the subsequent season.
YY108	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	Newly allocated slot operated and met the utilisation target. No alleviation requested or granted that could have operated this slot and therefore become entitled to be considered for historic in subsequent season.	
Total	76	76	76	76	76	76	76	22	22	22	22	22	22	22	86	86	86	86	86	86	86	86	86	86	86	0	0	0	0	0	0	0	0	86	86	86	86	86	86	86	86	86	86	86	86	86	86	Carrier will be considered for a greater number of slots as they operated a greater number and met the utilisation target set.	

Flight No	K (Historic)							T (Newly Allocated)							O (Operated)							C (Canx Historic complying with Alleviation conditions)							Proposed SHL							Comments	
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7		
ZZ200	0	0	0	0	0	0	0	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	0	0	0	0	0	0	0	22	22	22	22	22	22	22	No historic slots held as new carrier to Airport. All slots operated and count against utilisation target. Historic will be considered for historic entitlement in the subsequent season.
ZZ202	0	0	0	0	0	0	0	22	22	22	22	22	22	22	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Number of flights operated fall below the utilisation target so not historic entitlement in the subsequent season.
ZZ204	0	0	0	0	0	0	0	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Carrier requested alleviation but as slots newly allocated alleviation not given. No historic entitlement in the subsequent season.
ZZ206	0	0	0	0	0	0	0	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	12	12	12	12	12	12	12	No historic slots held as new carrier to Airport. All slots operated and count against utilisation target. Historic will be considered for historic entitlement in the subsequent season.
Total	0	0	0	0	0	0	0	68	68	68	68	68	68	68	46	46	46	46	46	46	46	46	0	0	0	0	0	0	0	34	34	34	34	34	34	34	Carrier considered for historic entitlement for the subsequent season for those slots eligible.