

ACL Guidance on the management of slots at Dubai Airports during the Northern Winter 2020 (W20) IATA Season

MANAGEMENT OF A TEMPORARY REDUCTION IN AVAILABLE CAPACITY AS A RESULT OF REDUCED DEMAND AND CAPACITY LIMITATIONS DUE TO COVID-19 TESTING REQUIREMENTS

1. INTRODUCTION

This guidance sets out the process for managing slots during W20. The requirement to test passengers for Covid-19 and reduced demand has presented challenges with managing slots at Dubai International Airport. The late return of slots to the pool is preventing Carriers that do wish to operate from doing so and making it difficult for Dubai Airports from determining the required capacity

During Northern Summer 2020 (S20) the same situation occurred and following an Extraordinary General Meeting (EGM) of the Coordination Committee, ACL (the coordinator) introduced a process of requesting airlines to resubmit requests for September and October 2020 allowing a mini coordination to take place to ensure a fair and transparent distribution of slots.

Whilst adding to the complexity of the slot management process, it has offered the fairest allocation of slots, accepting that all Carriers did not necessarily receive slots at the time required.

As we approach W20, ACL has reviewed the process going forward and intends to continue with this process throughout the W20 season until such times as it's no longer necessary. This paper will set out the process, allocation priorities and deadlines in the spirit of transparency.

2. OBJECTIVES

The objective of this process is to:

- 2.1. Manage the demand for airport infrastructure against a reduced supply of capacity.
- 2.2. Provide the mechanism to support the release of capacity and ensure it is available for use as soon as it's released.
- 2.3. Give certainty that the allocated slots can be accommodated within the available capacity to avoid inconvenience and hardship to passengers.
- 2.4. Provide a process that is fair, transparent and non-discriminatory.
- 2.5. Ensure that any capacity reduction is spread across all Carriers that hold slots at the airport that use the affected infrastructure.
- 2.6. Provide reassurance to Carriers that hold historic rights that these will be protected for use in the subsequent seasons when capacity returns to the formal Declared Capacity.

3. PRINCIPLES OF CAPACITY REDUCTION

- 3.1. The Coordinator will aim to satisfy as much demand as possible based on the available Temporary Capacity.
- 3.2. This process will be followed in two phases. Phase 1 will cover the period 25 October 2020 – 31 December 2020 and Phase 2 will cover the period 01 January 2021 – 27 March 2021.
- 3.3. The process detailed in this paper will be reviewed prior to Phase 2 commencing based on the expected available capacity. If it's possible to revert back to a standard IATA process, then slots held in the database for Phase 2 will be honoured.
- 3.4. Services that do not utilise affected infrastructure will not be impacted by the Local Rule.
- 3.5. Dubai Airports should notify the Coordinator and Carriers the available capacity as soon as it is known and where necessary hold an EGM to allow consultation of the same.
- 3.6. Airlines with historic entitlement in W20 may not be able to utilise this entitlement because of reduced capacity, however where this is the case the historic entitlement will be protected for the subsequent season when capacity returns to the formal declared capacity.
- 3.7. Terminal allocations will be advised by Dubai Airports and the coordinator will base allocation decisions on the capacity available in that terminal.

4. PROCESS

- 4.1. Dubai Airports will provide ACL with the temporary capacity limits for W20 having consulted with the Coordination Committee including a list of countries that require PCR testing.
- 4.2. ACL will remove all slots held for Phase 1 from its database on or before 18 September 2020 and for Phase 2 on or before 06 November 2020.
- 4.3. Airlines will be requested to submit requests for slots by the following dates.
Phase 1: **23 September 2020**
Phase 2: **13 November 2020**
- 4.4. Shortly after the respective submission deadline, ACL will perform a mini coordination covering the period for the applicable phase and issue the results within ten days of the submission deadline by issuing an SIR.
- 4.5. Coordination will be based on the available capacity including the requirement for PCR testing. Only those countries that require testing will be considered against the PCR constraint during coordination.
- 4.6. ACL will base its allocation on the following priorities:
 - 4.6.1. Slots operated in the previous period/phase would gain continuation into the next phase if requested by the airline. ACL will review operations commenced in S20 for five weeks or more and will consider these for continuation into W20
 - 4.6.2. Slots that operated in the previous period but at a different time than required will be permitted to retime into available capacity
 - 4.6.3. Reinstating slots for the first time that have not commenced operations previously
 - 4.6.4. Should DWC not be available for passenger services, DWC passenger traffic that has previously operated at DXB in S20 on a non-historic basis
 - 4.6.5. New request for series at DXB (This may be allocated on a non-historic basis as per ACL Guidelines)
 - 4.6.6. New request for series of passenger flights that would normally only be permitted at DWC due to the Local Rule (non-historic only)
 - 4.6.7. Adhoc requests (series of four or less)
 - 4.6.8. Non-integrators (within restrictions identified for parking)

- 4.7. Should two or more Carriers have the same priority above, ACL will consider the additional criteria as set out in clause 8.4 of the IATA WASG ensuring that a fair distribution of flights is maintained based on slots held at the HBD.
- 4.8. All requests that cannot be satisfied within the available capacity will remain on the waitlist. The waitlist will be reviewed regularly by ACL, and improvements made based on the above priorities as airlines cancel or new capacity is made available.
- 4.9. OCS will not be available during the mini coordination exercise.
- 4.10. Carriers not planning to operate should return slots as soon as possible so they can be reallocated. Slots returned within 72 hours of the operation will result in lower priority in subsequent mini coordination phase.
- 4.11. After 20% of the slot allocated for that phase has not been utilised or cancelled earlier than 72 hours before the planned operation the coordinator will remove the slot and place the series of slots in question in the pool for the remainder of the scheduling phase and requests from the same carrier in the next phase will be afforded lower priority.

5. PCR TESTING

- 5.1. Appendix 1 identifies the current list of countries that require PCR testing at Dubai International Airport.
- 5.2. If a country is added to the list during a phase, ACL will review if capacity is available under the infrastructure applicable to the testing. If capacity is not available, the slot will be offered the nearest available time based on available capacity or no slotted where not alternative is available. The slot will remain on the waitlist should capacity become available.
- 5.3. If a country is removed from the list and slots not allocated as required will be reviewed for improvements.

6. TIMELINE

EGM Meeting Date	16 September 2020
ACL cancels schedule Date:	Phase 1 18 September 2020 Phase 2 06 November 2020
Operators Submit request Date:	Phase 1 25 September 2020 Phase 2 13 November 2020

Coordination Activities Dates: Ten days after operators submit requests
Coordinator advises airlines of allocations Date: Ten days after operators submit requests

7. TRANSPARENCY

All allocation will be available on OCS and by requests an all airport/carrier SIR once the coordination exercises have been completed.

8. ALLEVIATION

Alleviation will be granted to slots cancelled in compliance with this process.

9. HISTORICS

Historics for the subsequent season will be based on the allocation held at the HBD prior to the start of this process.

Any slot that has been issued on a non-historic basis may not be granted historic eligibility in the subsequent season.

10. COMPLIANCE

ACL will review any failure to operate to the times allocated and may refer poor performance to the Slot Performance Committee (SPC) that may result in sanctions or historics being removed.

Appendix 1 – List of PCR Countries

Pakistan	Iran	Uzbekistan	Somaliland
Egypt	Brazil	Montenegro	Tajikistan
Sri Lanka	Sudan	South Africa	Armenia
India	Turkey	Lebanon	Turkmenistan
Tanzania	Philippine	Indonesia	Kyrgyzstan
Nigeria	Bangladesh	Djibouti	Eritrea
Russia	Serbia	Iraq	Kazakhstan
USA (California, Florida and Texas)		Afghanistan	