

Conditional offer of slots without prior historic precedence for the Northern Winter 2021 (NW21) and Northern Summer 2022 (NS22)

For Northern Summer 2022 (NS22) this paper now only applies for Airports Coordinated by ACL in New Zealand and Dubai

This paper does not apply in NW21 and NS22 for airports under the EU Slot Regulation where standard historic determination will be applied which can be found [here](#)

This paper does not apply in NS22 for UK Coordinated Airports where the standard historic determination will be applied which can be found [here](#)

Introduction

During the NW20, NS21 and NW21 scheduling process, ACL has been T-Coding all newly allocated slots (those without prior historic precedence) with the condition being that they are allocated on a non-historic basis. This document outlines the process that is in place for NW21 and where applicable will continue in NS22.

Where alleviation is granted for NW21/NS22, 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 NW21/NS22 historic baselines 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

During NW21 and NS22, 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 NW21/NS22

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 ad-hoc 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 not be included in the calculation of the utilisation target.
4. T coded series will not be considered for historic entitlement in the subsequent seasons under the following circumstances:
 - a. The carrier cancels the entire series.
 - b. Where it is no longer possible for the carrier to achieve the applicable utilisation target for newly allocated series and cancellations do not qualify as justifiable non-utilisation of slots under the applicable alleviation conditions.
 - c. If the carrier ceases to operate at the airport and has no intention to operate in the subsequent season.
 - d. 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 flexibility for carriers to retime live schedules and maintain the historic time in line with the ACL Historic Determination paper for W21 onwards. Should alleviation be granted, ACL will review the flexibility accordingly.

The general principle that 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 (for S21 where alleviation is known) 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 applicable utilisation target to be considered for historic entitlement. Cancellations under a waiver will only be counted as operated as per the applicable regulation.
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 (NW21)
New Zealand	AKL, CHC, WLG
Poland	NOT APPLICABLE
Republic of Ireland	NOT APPLICABLE
United Kingdom	BRS, BHX, LCY, LGW, LHR, LTN, MAN, STN (NW21)
United Arab Emirates	DXB

This process will apply as follows:

- To all new allocations (without historic precedence from NW20/NS21) throughout the entire NW21/NS22 scheduling process, from the distribution of NW21/NS22 SALs until the subsequent determination of NW22/NS23 SHLs.

Review

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

Examples of historic determination

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						
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	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	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.
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	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	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	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	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					
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	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	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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	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	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.