

# **ACL Guidance on the management of slots at Auckland Airport during the Northern Winter 2021 (NW21) IATA Season as amended on 09 February 2022**

**MANAGEMENT OF A TEMPORARY REDUCTION IN AVAILABLE ARRIVAL CAPACITY TO MANAGE THE POTENTIAL RISK OF ARRIVING PASSENGERS BY POINT OF ORIGIN. THE AMENDMENT TO THE LOCAL RULE REFLECTS CHANGES IN GOVERNMENT POLICY TO SUPPORT THE REOPENING OF TRAVEL TO NEW ZEALAND.**

## **1. INTRODUCTION**

This guidance sets out the process for managing slots during NW21.

### **Departures**

- 1.1. Departures will be concentrated from Zone A - no need to amend existing parameters.

### **Arrivals/Transits**

Auckland to operate two terminals:

- 1.2. Zone A – Quarantine Free Travel Countries (countries/origins listed in Appendix 1) which will apply until 27 February 2022. From 28 February 2022, Zone A will continue to facilitate arrivals from “Quarantine Free” points of origin and will also facilitate arrivals from “Medium Risk” points of origin, where the arriving passengers will be required to follow government policy on self-isolation or managed isolation.
- 1.3. Zone B – Non-Quarantine Free Travel Countries (All other countries/origins not listed in Appendix 1) which will apply until 27 February 2022. From 28 February 2022 Zone B will be designated for “High Risk” direct arrivals from points of origin

included in Appendix 2. Passengers will be required to follow Government policy on quarantine.

- 1.4. Transit passengers from Non-Quarantine Free Travel Countries will be held in Zone B and will be bussed directly to the aircraft, this will apply until 13 March 2022.
- 1.5. Transit passengers from Quarantine-Free and Medium Risk Countries will be able to transit using the transit facility in Zone A until 13 March 2022.
- 1.6. From 14 March 2022 all transit passengers, regardless of country / port of origin, will use the transit facility in Zone A.

## **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 and maintain safe segregation of 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 that use the affected infrastructure.
- 2.6. Remove slots from the database that carriers do not intend to operate to maximise the opportunities for those that do.
- 2.7. 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. Services that do not utilise affected infrastructure will not be impacted by the Local Rule.
- 3.3. Auckland Airport should notify the Coordinator and Carriers the available capacity as soon as it is known and if it changes throughout the period the restriction applies.

- 3.4. Airlines with historic entitlement in NW21 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.
- 3.5. Should slots need to be removed or re-timed, priority will be given as follows:
  - 3.5.1. Those carriers holding historic slots that operated the same service in the previous NS21 season.
  - 3.5.2. Historic slots not operated in the previous season
  - 3.5.3. Newly allocated slots
  - 3.5.4. Adhoc operations

#### **4. PROCESS**

- 4.1. Auckland Airport will provide ACL with the temporary capacity limits for NW21 including a listing of Quarantine Free/ Medium Risk and Non-Quarantine Free Travel/High Risk points of origin.
- 4.2. Carriers seeking full series alleviation should return slots between HBD (31 August 2021) and 07 September 2021. More details NW21 alleviation can be found [here](#)
- 4.3. Carriers will be requested to delete slots that they do not intend to operate including any periods within the 50% permitted cancellations of series held at HBD +7 days. If having done so the capacity is sufficient to cover all planned operations, no further action will be required. Requests for additional slots will be subject to the available capacity at the time of the request.
- 4.4. Should the deletions not be sufficient to fall within the Temporary Capacity, ACL will identify flights that fall within period where demand exceed capacity and will seek voluntary schedule adjustments until demand equals capacity.
- 4.5. Coordination will be based on the available capacity in Zone B for Non-Quarantine Free Travel/High Risk arrivals. Only arrivals from Non-Quarantine Free Travel/High Risk points of origin will be coordinated to Zone B.
- 4.6. Should the voluntary process fail to meet the Temporary Capacity, ACL will consider using further measures as detailed in the WASB best practice for managing periods of reduced capacity.
- 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. Should the Temporary Capacity be increased, priority for new slots will be given to those that hold historic status before other requests.

## **5. Allocation of flights between zones based on point of origin**

- 5.1.1. Appendix 1 identifies the points of origin to be coordinated into Zone A under the existing capacity declaration at Auckland International Airport and their effective dates.
- 5.1.2. Appendix 2 identifies points of origin to be coordinated into Zone B and their effective dates.
- 5.1.3. Appendix 1 & 2 will be updated as Government advice is reviewed.
- 5.1.4. If a point of origin is added to Appendix 1, ACL will coordinate these flights to Zone A and offer the airline their requested time if capacity is available. The slot will remain on the waitlist should capacity not be available.
- 5.1.5. If a point of origin is added to Appendix 2, flights will be moved to Zone B and offered best available slots, any slots not available/allocated will remain on waitlist pending any improvements.

## **6. TRANSPARENCY**

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

## **7. ALLEVIATION**

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

## **8. 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.

## **9. 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 Historics being removed.

### Appendix 1 – List of Quarantine Free Travel/Medium Risk

All passengers arriving on these services will need to meet the vaccination requirements outlined by the NZ Government.

Point of Origin	From Date	To Date
Cook Island's	01 December 2021	26 March 2022
Niue	01 December 2021	26 March 2022
Tonga	01 December 2021	26 March 2022
Samoa	01 December 2021	26 March 2022
Vanuatu	01 December 2021	26 March 2022
Tokelau	01 December 2021	26 March 2022
Australia* (All points of origin incl. Norfolk Island)	28 February 2022	13 March 2022

### Appendix 2 – List of Quarantine Travel/High Risk

All passengers arriving on these services will need to meet the vaccination requirements outlined by the NZ Government.

Point of Origin	From Date	To Date
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All points of origin except Cook Islands, Niue, Tonga, Samoa, Vanuatu and Tokelau	<b>01 December 2021</b>	<b>27 February 2022</b>
All points of origin except Cook Islands, Niue, Tonga, Samoa, Vanuatu, Tokelau and Australia*	<b>28 February 2022</b>	<b>13 March 2022</b>
No countries designated High Risk at this stage**	<b>14 March 2022</b>	<b>26 March 2022</b>

**\* Flights need to depart from Origin after 23:59 NZLT on 27 February 2022 to qualify for self-isolation**

**\*\*Flights need to depart from Origin after 23:59 NZLT 13 March 2022 to qualify for self-isolation**