



ACL Guidance – Cancellations following UK Governments Statutory Instrument related to further alleviation during the Northern Summer 2022 season.

1. PURPOSE

The following paper provides guidance on the process to be followed to benefit from the alleviation afforded by Statutory Instrument (SI) 2022/000 The Airports Slot Allocation (Alleviation of Usage Requirements) (No. 2) Regulations 2022 that was published on 21 June 2022 amending Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at United Kingdom airports.

2. REFERENCES

SI 2022/000 The Airports Slot Allocation (Alleviation of Usage Requirements) (No. 2) Regulations 2022 – amending Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at United Kingdom airports. The SI can be found [here](#).

3. SCOPE

The SI and this guidance applies to coordinated airports (Level 3) in the UK only.

4. CALCULATION OF PERMITTED CANCELLATIONS

ACL will calculate the permitted number of cancellations based on the slots held in the live schedule as at 1100 UTC on 21 June 2022 for the period 9 July 2022 to 29 October 2022 at each UK coordinated airport. This will be distributed to airlines no later than 24 June 2022.

It remains for the airline to determine if they wish to cancel flights and gain alleviation.

5. RETURNING SLOTS

Airlines are required to return slots that they seek to claim alleviation under this SI between 00:05 UTC 25 June 2022 and 23:55 UTC 8 July 2022. Any cancellations received outside of this window will not automatically be granted alleviation and will be subject to Article 10(4) of the UK Slot Regulation.

Airlines are advised to only return slots within the permitted 30% during the cancellation window. Cancellations in excess will not be granted alleviation unless otherwise requested under Art 10(4). ACL will take a snapshot at the start and end of the return window to calculate the percentage of slots returned.



Should airlines return slots more than the permitted 30%, the last slots cancelled more than 30% will not be alleviated.

6. CONDITIONS FOR ALLEVIATION

The SI sets conditions that need to be met for ACL to grant alleviation. It is for airlines to ensure they meet these conditions. ACL may seek evidence in support of alleviation requests to ensure that the conditions are met.

7. HISTORIC DETERMINATION

Historic determination will be in accordance with our policy which can be found [here](#).

8. OTHER DEMAND REDUCTION STRATEGIES

The following airports have Local Rules in place to facilitate a reduction in demand. The following sets out the process that will be followed with the addition of the SI.

London Heathrow

Local Rule A will continue to be valid and cancellations are required in compliance with the mandatory reduction through to and including 8 July 2022.

The SI will apply for any cancellations made for flights planned to operate from 9 July 2022 and where the slots are returned in compliance with the SI.

Once the cancellation window has closed, ACL will review the demand to ensure that it is within the temporary capacity declaration. Should demand continue to be higher than the temporary capacity, Local Rule A will be used to reduce demand further.

London Gatwick

Cancellations required in compliance with Phase 1 (July cancellations) of Local Rule A should continue to be submitted to ACL to ensure that the reduced demand is delivered from 01 July 2022. The second phase (August 2022) will be delayed until after the impact of the SI has been assessed.

9. UTILISATION OF SPARE CAPACITY/REINSTATEMENT OF FLIGHTS

Slots returned to ACL will be placed in the pool and reallocated on an adhoc basis. Any airline wishing to reinstate flights will be allocated slots based on the available capacity at the time the request is made. Airlines should not assume that the capacity returned will be available for them to utilise.

The baseline will be maintained to reflect the historic position prior to alleviation, however any capacity in the live schedule will be made available for schedule improvements and new adhoc requests.



Airlines should ensure that they can secure ground handling prior to requesting slots.

8. REVIEW

ACL will continue to monitor the situation closely and will adapt our position and amend this guidance if required.