

Dubai International Airport – Historic Eligibility

Dubai International Airport (DXB) is designated as IATA Level 3 – Slot Coordinated. This reflects increasingly scarce capacity at peak hours of operation and the need to implement scheduling processes that can promote best utilisation of the capacity.

ADDITIONAL SCHEDULING RULES AT DUBAI INTERNATIONAL AIRPORT (DXB) FOR HISTORIC ELIGIBILITY EFFECTIVE FROM WINTER 2017, AMENDED FROM WINTER 2025:

Services that hold a series of slots at the IATA Slot Return Deadline will not gain historic status in future seasons where either of the following apply.

1. The number of weeks in a series is less than 80% of the total weeks in the season.
 - a. Applies to all IATA SSIM chapter 6 service Types.
 - b. For historic eligibility the operator must be able to demonstrate ticket sales for each series.
2. The allocated slots are for positioning, technical stop or charter flights.
 - a. Applies to IATA SSIM chapter 6 service types G, R, C, O, L, P, T, K, E, W, X.
3. New freight integrator services, in accordance with the Cargo Local Rule.
 - a. Applies to IATA SSIM chapter 6 service types F, V, M, A, H.
4. Ad hoc slots allocated after 31st January or 31st August for the following season
 - a. Applies to all IATA SSIM chapter 6 service types

Schedule requests for the same operation in future seasons will not be guaranteed a slot.

Historic eligibility will be reviewed regularly following the IATA Slot Return Deadline. The coordinator may withdraw any historic eligibility of an operator, if pursuant to the aforementioned points, the slot series is not held or operated as intended.

Operations that already have historic status prior to the publication of these rules:

The historic status of existing operations will be maintained. These will however be subject to the standard rules around utilisation as laid out in the IATA Worldwide Airport Slots Guidelines. Failure to adhere to the rules will result in the loss of historic status and future applications will be treated as new services and subject to the rules relevant to these services as laid out above.

Exemptions:

New services beginning later in the season may be exempt from point 1, where there is intent to operate at least 80% of the total weeks in the future equivalent season.

For further clarification, please contact the Aviation Business Development team.

Aviation Business Management

Research / Strategy & Developmnet Group

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