

Misuse of Slots Enforcement Code

Annual Report – 2024/2025

W24/S25

1. Introduction

ACL is the UK's designated airport slot coordinator. We work with 79 airports across the globe to ensure efficient use of capacity and greater operational performance for the benefit of airport operators, airlines and passengers.

Part of ACL's regulatory function is to monitor the use of slots to identify misuse at the UK's coordinated airports. This is an important contributor to ensuring fair and efficient access to limited airport resources. The aim of monitoring and enforcement is to encourage operators to improve their slot performance at airports through improved scheduling and operations and thus to contribute to smoother, more efficient airport operations. This benefits all operators and their customers, the travelling public and freight shippers.

This report covers the period 01 October 2024 to 30 September 2025 and predominantly covers the Winter 2024 and Summer 2025 IATA seasons.

Information on how ACL monitors and investigates slots misuse, how we take enforcement action against misuse and carrier's rights can be found on the ACL website at <https://www.acl-uk.org/slot-sanctions/>

2. Monitoring Activity

A detailed definition of ACL's monitoring process is explained on our web site (<https://www.acl-uk.org/slot-sanctions/>).

During the period of this report, slot monitoring and sanctions activity at BRS have been affected by challenges in receiving suitable slot monitoring data. Basic monitoring activity has taken place during the period and ACL are working with the airport to rectify this situation moving forward. LBA remains at Level 3 in the Summer season at night only, therefore limited slot monitoring data is available.

Across the UK Level 3 airports, a total of 132 enquiries were sent to carriers in W24 with a further 198 enquiries sent in S25. Following this enquiry, a warning letter was issued to the carrier on 27 occasions in W24 and 40 occasions in S25.

The figures below provide insight and detail into the number of queries sent by ACL by season, airport and type of misuse.

As seen in Figure 1, queries sent in S25 fluctuated between airports compared with S24. This would imply the slot performance of airlines has been similar to the previous summer season across the UK. Figure 2 shows London Heathrow and London Stansted Airport has had over double the enquiries of the previous winter season, indicating a poorer on-time performance from carriers, particularly at these airports.

Figure 5 shows that the largest type of slot misuse across W24 and S25 was for operations off-slot for nearly all UK airports except at Birmingham and Luton where operations without a slot exceeded the majority of enquires.

Figure 1. Total queries sent by ACL by UK airport – Summer seasons

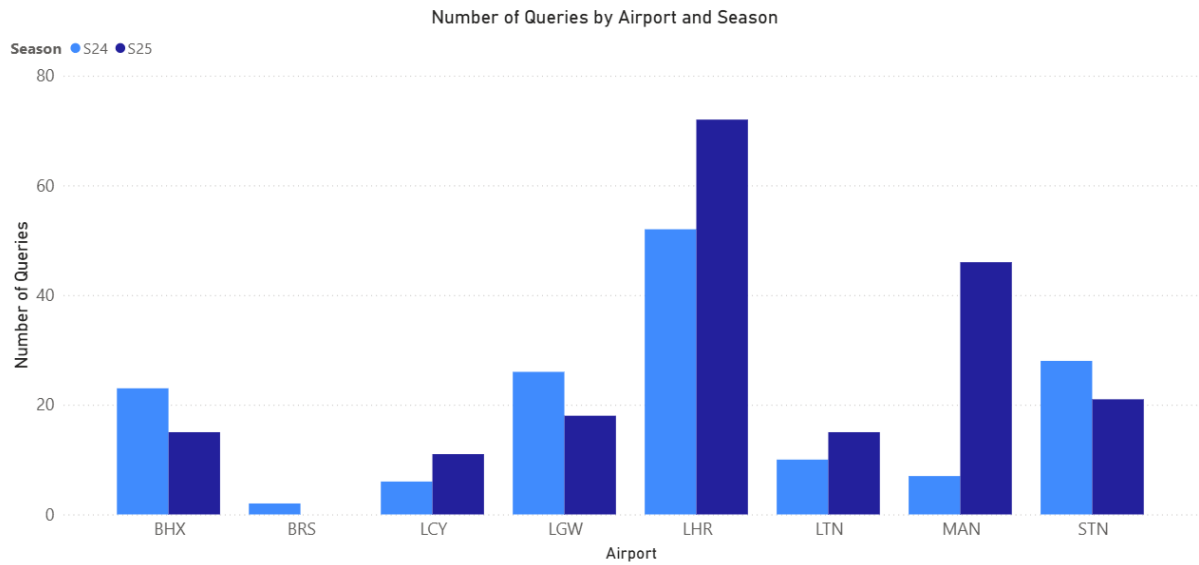


Figure 2. Total queries sent by ACL by UK airport – Winter seasons

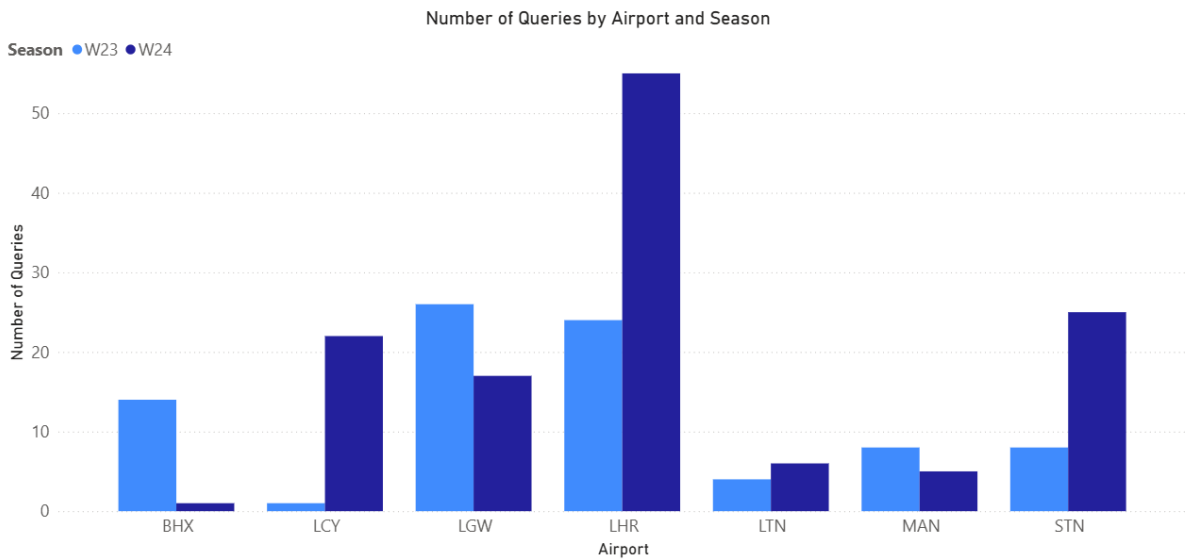


Figure 3. Types of misuse in queries sent by ACL by season in percentage.

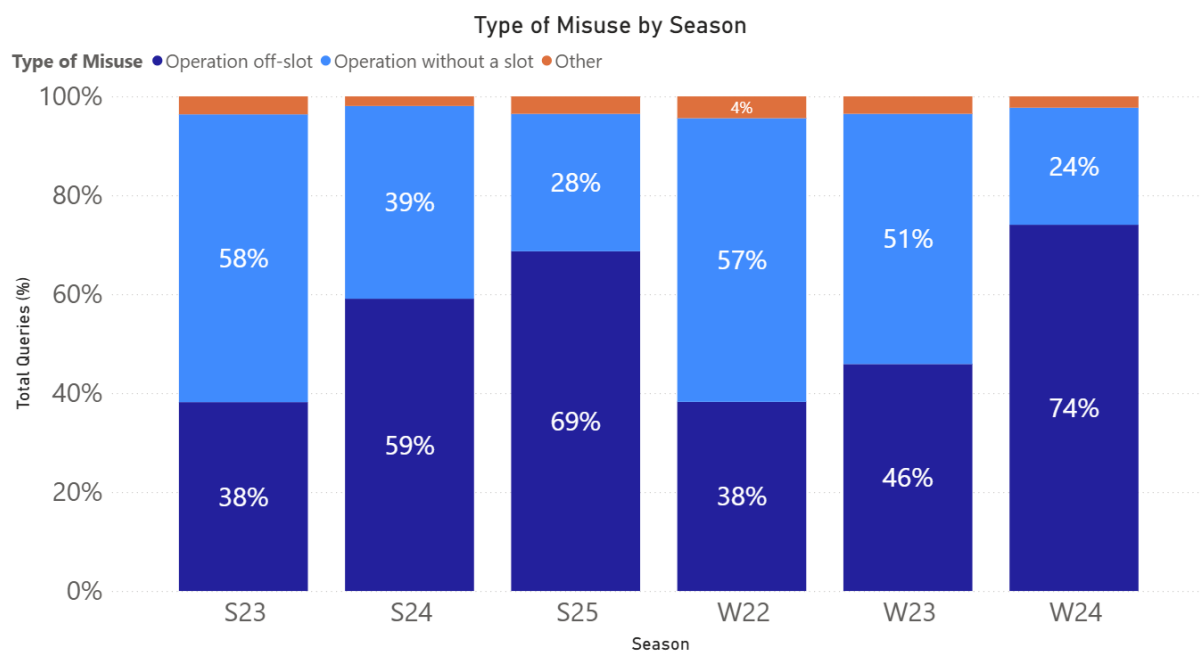


Figure 4. Operational type sent by ACL in queries by percentage.

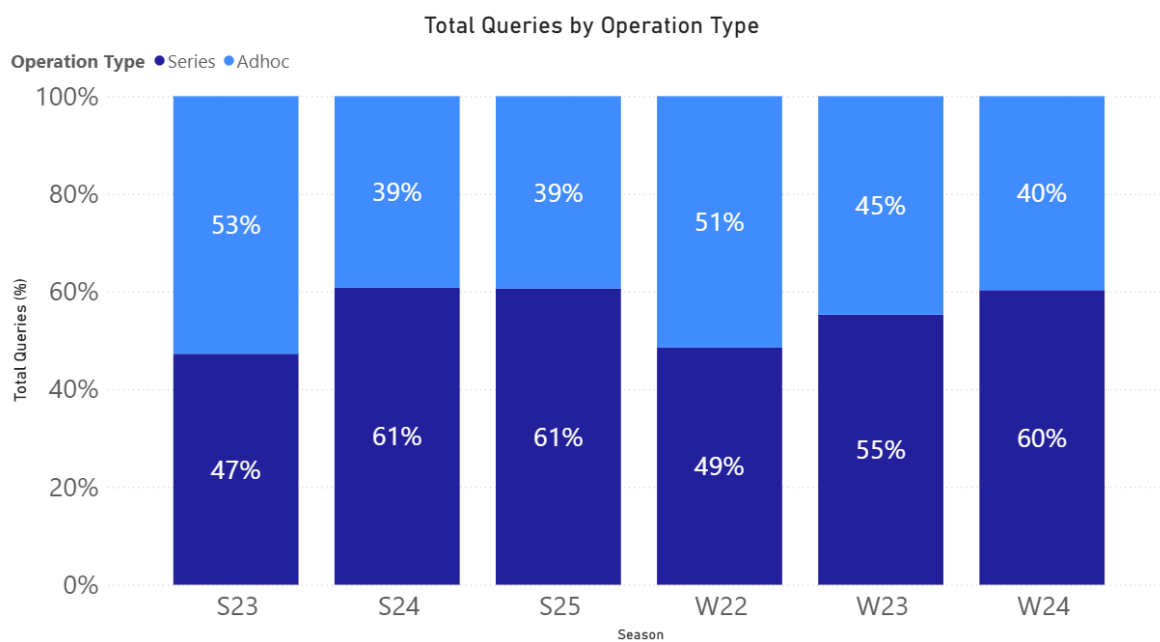
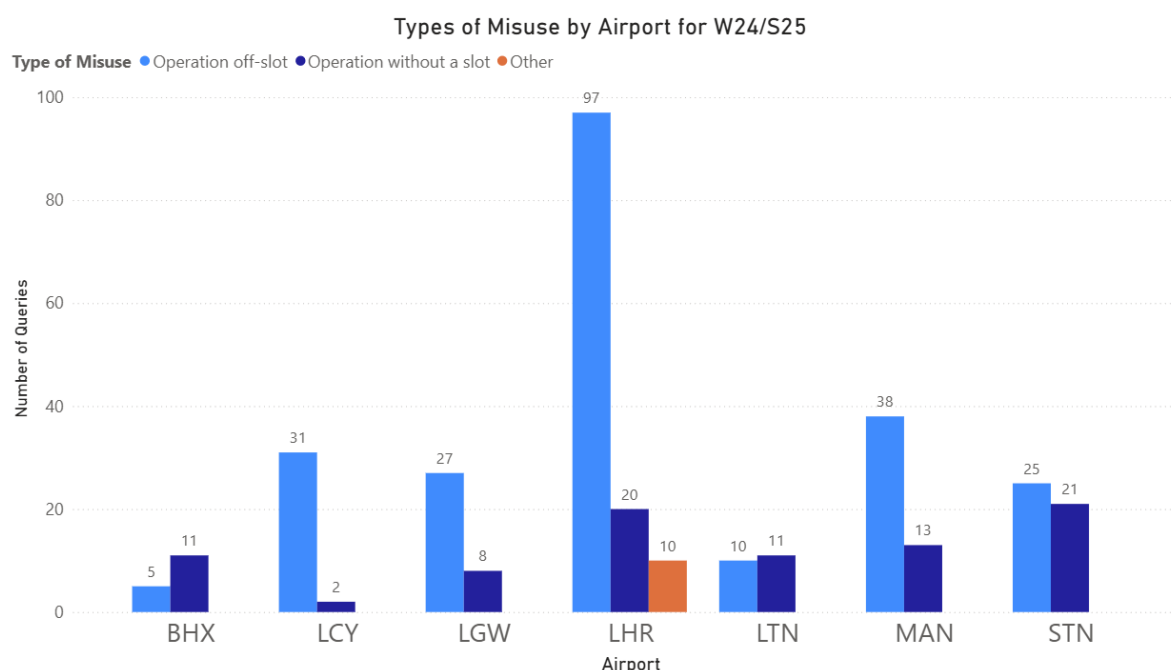


Figure 5. Types of misuse by Airport sent in queries by ACL.



3. Examples of corrective action facilitated by ACL's monitoring activities

Where possible, ACL engages with carriers to encourage behavioural change to improve future slot performance without the need to formally sanction misuse. This could be increasing block times, retraining of the out of hours process at individual airports or equipment discrepancies such as using a different aircraft to declared slot. Below are a few examples of carriers behavioural changes that have improved slot performance after slot monitoring activities by ACL were highlighted to the carrier.

In S25 at London Gatwick Airport, ACL highlighted a consistent early arrival from Jetblue, the block time was adjusted by amending the slot at the other end of route and the performance of the flight improved for the rest of the season.

At London Heathrow Airport in W24, ACL highlighted the importance of accurately filing the correct aircraft type and seat capacity to Ethiopian Airlines. This ensured the correct filing of flight details was accurate for terminal capacity for the remainder of the season.

SunExpress were contacted by ACL in S25 for a consistent late arrival at London Stansted Airport. Adjustment to the block time at the other end route resulted in improved performance from the airline.

ACL wrote to Virgin Airlines in S25 for a consistent early arrival at Manchester Airport creating issues with stand availability on landing. An earlier slot time rectified the issue for the remainder of S25.

These are just a few examples of routine slot performance by ACL that can improve the slot performance of a flight without formally sanctioning misuse to the airline.

4. Sanctions levied for slot misuse

For the period 01 October 2024 to 30 September 2025, ACL levied the following sanctions for slots misuse:

- 24 February 2025 - £32,000 sanctioned against Saudi Arabian Airlines for operating 34 slots a significantly different way than allocated at London Heathrow Airport in W24.
- 09 June 2025 - £16,000 sanctioned against Saudi Arabian Airlines for operating 4 slots in a significantly different way than allocated at London Heathrow Airport in S25.
- 31 July 2025 - £2,000 sanctioned against VistaJet for one operation without a slot at London Luton Airport in S25.
- 16 October 2025 - £1,000 sanctioned against British Airways for one operation without a slot at London Heathrow Airport in S25 (included as sanction process began within the reporting period).
- 16 October 2025 - £1,000 sanctioned against British Airways for one operation without a slot at London Heathrow Airport in S25 (included as sanction process began within the reporting period).
- 20 October 2025 - £10,000 sanctioned against Tunisair for operating 10 slots significantly off-slot at London Heathrow Airport in S25 (included as sanction process began within the reporting period).
- 30 October 2025 - £50,000 sanctioned against American Airlines for operating 50 slots significantly off-slot at London Heathrow Airport in S25 (included as sanction process began within the reporting period).
- 30 October 2025 - £102,000 sanctioned against American Airlines for operating 102 slots significantly off-slot at London Heathrow Airport in S25 (included as sanction process began within the reporting period).
- 30 October 2025 - £13,000 sanctioned against Emirates Airlines for operating with an equipment discrepancy at London Heathrow Airport in S25 (included as sanction process began within the reporting period).
- 21 November 2025 - £2,000 sanctioned against TUI Airways for one operation without a slot at Birmingham Airport in S25 (included as sanction process began within the reporting period).

5. Independent reviews

Under section 14 of the Enforcement Code, carriers can request an independent review of ACL's decision to impose a financial sanction for slots misuse. More information on this can be found on our website at <https://www.acl-uk.org/acls-monitoring-sanctions-process/>

Within the W24/S25 period, no independent reviews were carried out.

