

Airport Coordination Limited

Guidance to Historic Determination at Level 3 Airports

Applicable for Northern Winter 2021 and all subsequent seasons

V9 – November 2026

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1. Introduction

1.1 ACL issued guidance on historic determination for Northern Summer 2021. This guidance also advised ACL would review the future application of section 8.7.2 of the WASG more commonly referred to as double dip.

1.2 From Northern Winter 2021 ACL ceased to apply WASG 8.7.2 and the following document set out ACL's approach to determining historic entitlement at Level 3 airports without double dip. It is intended as a general advice to air carriers on common issues of practice and interpretation. It does not purport to cover all possible scenarios and circumstances. **ACL advises carriers to seek advice from the relevant Coordination Lead if unclear.**

1.3 In April 2024, ACL consulted on amendments to this policy and following the review of responses, section 8 was added. The opportunity was also taken to update references.

1.4 This guidance on the determination of historic precedence in accordance with EU Regulation 95/93 as amended by EU Regulation 793/2004 (EU Slot Regulation), for the UK, EU Regulation 95/93 as amended by UK SI 276 on Exiting the European Union of 15th Feb 2019 and AIRPORTS SLOT ALLOCATION (AMENDMENT) (EU EXIT) REGULATIONS 2021 OF DECEMBER 2021 amending Council Regulation (EEC) No 95/93 on common rules for the allocation of slots at United Kingdom airports as amended including by EU Regulation 2020/459 of 30 March 2020 and by Commission Delegated Regulation 2020/1477 of 14 October 2020.

2. Eligibility for Historic Precedence

2.1 To be eligible for historic precedence in the next equivalent season, slots must be:

- a series of at least five (5) slots held consecutively at the HBD at the same time on the same day-of-week[1]. From Northern Summer 2027 (NS27) season for all airports except those in UK and Europe this will increase to seven in summer seasons only.
- used for the operation of direct air services[2],
- operated as cleared by the coordinator for at least 80% (or at the level set under any applicable alleviation) of the time during the period held at HBD (utilisation target),
- operates at least 80% (or at the level set under any applicable alleviation) of the slots held at HBD at the time allocated with flexibility to retime within the clock hour at Heathrow, and within 60 minutes at all other airports from the historic (baseline) slot time held.

2.2 A series of slots is defined separately by day-of-week, so a daily service is considered as a series of Mondays, series of Tuesdays etc. The utilisation target is applied to each day of the week.

[1] Subject to applicable local rules for example the Local Rule requires a carrier to hold 80% of the series to be eligible for historic entitlement in the subsequent seasons.

[2] Direct Air Services as defined under EU95/93 amended EU Regulation 793/2004 2(c)

Example A - All airports																																
Weeks	Time	Flight No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
HBD	13:30	XX001	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	13:30	XX001	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	13:45	XX003														1	1	1	1	1													
SHL	13:30	XX001	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Example B - London Heathrow Only																																	
Weeks	Time	Flight No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
HBD	13:30	XX001	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	13:30	XX001	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1	1	1	1	1	1
Operated	14:25	XX003											1	1	1	1	1	1	1	1	1	1											
SHL	13:30	XX001	Historic failed as flights operated at 1425 (outside the cleared hour) for commercial reasons so did not count as operated.																														

Example C - All airports except London Heathrow																																	
Weeks	Time	Flight No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
HBD	13:30	XX001	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	13:30	XX001	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1	1	1	1	1	1
Operated	14:25	XX003											1	1	1	1	1	1	1	1	1	1											
SHL	13:30	XX001	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

3. Determination of the Utilisation Target

3.1 The utilisation target for a series of slots is measured against the number of slots held at the relevant slot return deadline of 31st January (Summer) or 31st August (Winter).

3.2 The cancellation of slots prior to the HBD will affect the period of eligible historic. Only series of slots held (five weeks or more) will be considered for historic eligibility. Slots held for fewer than five weeks will be considered as non-historic and will be excluded from the utilisation target and the 20% double dip allowance no longer applies.

3.3 Where cancellation made prior to the HBD result in more than one series, each series will be treated independently. The utilisation target will be set for each series and WASG 8.7.2.1 will **not** be applied.

3.4 Cancellation of part of a series at HBD will not be granted alleviation and will not be counted as operated. Cancellations will not count towards the utilisation target.

3.5 All cancellation after the HBD and failure to operate without cancelling in advance will not count as operated, unless justified in accordance with legislation or section 8.8 of the WASG.

4. Counting Operations

4.1 Actual operations automatically count towards the utilisation target when they operate within the following times of the allocated slot:

- **Arrivals:** 2 hours early to 12 hours late
- **Departures:** 30 minutes early to 12 hours late

4.2 Delays beyond 24 hours must request a new slot and do not count towards the utilisation target.

4.3 Following ad hoc schedule changes, actual operations continue to count towards the utilisation target of the series where the air carrier:

- Scheduled within the clock hour for London Heathrow and within 60 minutes for all other airports of the historic slots time (Baseline) held
- Retimes outside the clock hour for London Heathrow and beyond 60 minutes for all other airports may be considered for operational reasons outside of the carrier's reasonable control on agreement with the relevant Coordination Manger
- Changes the flight number
- Changes the destination

4.4 An adhoc schedule change outside of the clock hour for London Heathrow and more than 60 minutes for all other airports of the historic (baseline) slot time held, **DOES NOT** count towards the utilisation target unless such a retime has been approved in advance by ACL related to an operational requirement outside the carrier's reasonable control.

4.5 Where the times are changed for a significant proportion of the scheduling period, the coordinator and air carrier should agree which time will be considered as historic in the next equivalent season subject to available capacity.

5. Treatment of Night Quota Allocation

5.1 Utilisation of night quota that is allocated to slots that fall in the night period on a one for one basis will be calculated against the slot held at HBD. Utilising night quota on any other slot will not count back to the slot held at HBD and therefore may impact the ability to achieve the 80% utilisation criteria to retain the night allocation in the subsequent equivalent season.

6. Allocation on a Non-Historic Basis

6.1 Slots may become available due to circumstances where the original slot holder will nonetheless retain historic precedence in the next equivalent season. This situation can arise where the cancellation is justified in line with Article 10(4) of the UK and EU regulation or where the cancellation or combination of cancellation is less than the permitted cancellations of the original series of slots.

6.2 To make use of scarce airport capacity, the coordinator may offer these slots to other air carriers on a non-historic basis. The coordinator will inform the air carrier of the slots' status at the time of the offer, and in accepting the offer the air carrier acknowledges that the slots are not eligible for historic precedence in the next equivalent season.

7. Examples based on a Utilisation Target of 80% at all series held at ACL L3 airports in the UK, EU, New Zealand and for Dubai International Airport, slots allocated prior to the introduction of the Local Rule on Historic Eligibility.

7.1 The following examples are a guide only and are based on a utilisation target of 80%.

Example D

Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated			1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Notes: Utilisation target set at 25 operations (81%). 25 Operated

Example E

Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				1	1	1	1	1	1	1
Operated	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1												1
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1										

Notes: Two recognisable series the first having a utilisation target of 17 operations (81%) The second 5 operations (83%). The first segment passes as 17 operated. The second series fails as only 1 of the required 7 operated making utilisation 14%

Example F

Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				1	1				1	1
Operated		1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1						1					1
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1										

Notes: One recognisable series with a utilisation target of 17 operations (81%). Operations in week 25,26,30 and 31 considered non-historic. 86% of the series operated so utilisation target met.

Example G

Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD											1	1	1	1	1	1	1	1	1	1											
Operated												1	1	1	1	1	1	1	1												
SHL											1	1	1	1	1	1	1	1	1	1											

Notes: One recognisable series with a utilisation target of 8 operations (80%). 80% of the series operated so utilisation target met.

Example H

Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL											1	1	1	1	1	1	1	1	1	1											
HBD											1	1	1	1	1	1	1	1	1	1											
Operated											1	1	1		1		1	1	1	1											
SHL											1	1	1	1	1	1	1	1	1	1											

Notes: One recognisable series with a utilisation target of 8 operations (80%). 80% of the series operated so utilisation target met.

Example I (Northern Winter Season: All Airports, Northern Summer Season: UK and Europe only)

Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD				1	1	1	1	1				1	1	1	1	1										1	1	1	1	1	1
Operated												1	1	1	1	1										1			1	1	1
SHL												1	1	1	1	1															

Notes: Three recognisable series. The first two each with a utilisation target of 4 operations and the last 5 operations. The first and the last series fails whereas the middle series passes.

Example J (Northern Summer Season: Australia, New Zealand, Saudi Arabia only)																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD				1	1	1	1	1				1	1	1	1	1										1	1	1	1	1	1
Operated												1	1	1	1	1										1			1	1	1
SHL																															
Notes: No recognisable series at HBD and therefore no historic elegibility for the next equivalent season.																															

Example K (Northern Winter Season: All Airports, Northern Summer Season: UK and Europe only)																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD				1	1	1	1	1				1	1	1	1	1										1	1	1	1	1	1
Operated													1	1												1			1	1	1
SHL																															
Notes: Three recognisable series. The first two each with a utilisation target of 4 operations and the last 5 operations. All three series fail to reach the utilisation target.																															

Example L (Northern Summer Season: Australia, New Zealand, Saudi Arabia only)																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD				1	1	1	1	1				1	1	1	1	1										1	1	1	1	1	1
Operated													1	1												1			1	1	1
SHL																															
Notes: No recognisable series at HBD and therefore no historic elegibility for the next equivalent season.																															

Example M (Northern Winter Season: All Airports, Northern Summer Season: UK and Europe only)																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD				1	1				1	1	1	1	1			1			1				1			1			1		1
Operated				1	1														1				1			1			1		1
SHL																															
Notes: One recognisable series with a utilisation target of 4 operations (80%). All other operations considered as adhoc. No series operations so utilisation target not met.																															

Example O																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
Operated						1	1		1	1		1	1		1	1		1						1		1					
SHL																															
Notes: One recognisable series with a utilisation target of 19 operations (83%). Only 11 flights operated giving a utilisation of 48% so series fails.																															

Example P																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1							
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																
Notes: Two recognisable series with utilisation target set at 12 operations for the first and 12 operations for the second. Only the first series meets the utilisation target and the second series fails																															

Example Q																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes: Two recognisable series with utilisation target set at 12 operations for the first and 12 operations for the second. Both series meet the utilisation target.																															

8. Examples based on a Utilisation Target of 80% at Dubai International Airport for slots allocated post the introduction of the Historic Eligibility Local Rule

8.1 The following examples are a guide only and are based on a utilisation target of 80%.

8.2 The Dubai International Airport local rule on historic eligibility requires a carrier to hold a series for 80% of the season length to be eligible for historic status in the subsequent season. The series must be consecutive weeks and only applies to newly allocated slots since the local rule was adopted.

8.3 Historic slots held prior to the historic eligibility local rule being adopted will be treated as per the examples in section 6 of this paper.

Example AA - DXB																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					1	1	1	1	1	1
Operated			1	1	1	1	1	1	1	1			1	1	1	1	1	1	1												1
SHL	Failed as not compliant with 80/80/20 Local Rule																														
Notes: 80% of slot held at HBD is not consecutive weeks and therefore not eligible for historic precedence																															

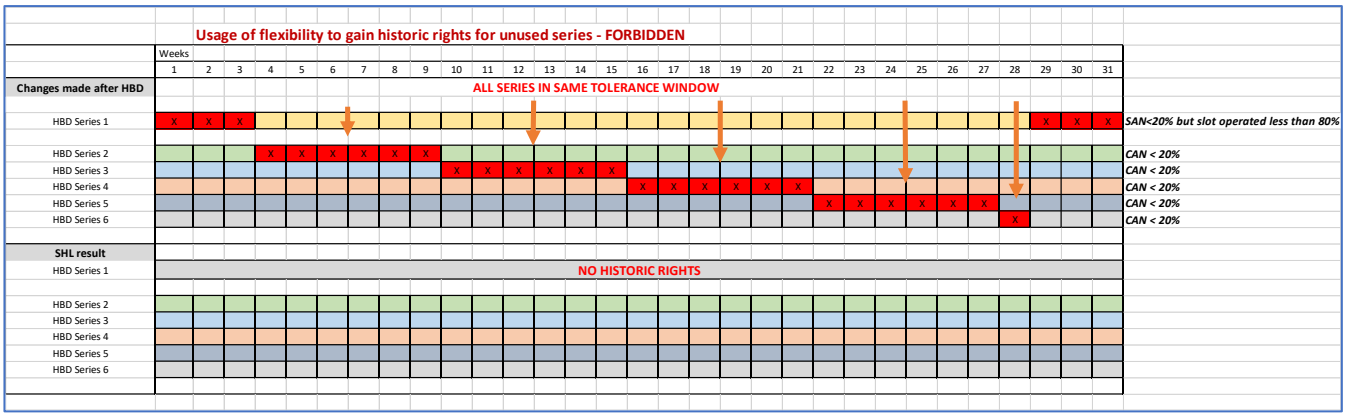
Example BB - DXB																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						
Operated			1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1							
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						
Notes: 80% of the full season held at HBD. Utilisation target set at 20 operations and 20 operated.																															

Example CC - DXB																															
Weeks	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SAL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
HBD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Operated	1	1	1	1	1	1	1	1	1	1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SHL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes: More than 80% of the full season held at HBD. Utilisation target set at 25 operations with 27 operated.																															

9. Exceptions (Applicable from Northern Winter 2024 for all jurisdictions except New Zealand)

Airlines cannot use the tolerance window to gain historic rights for series or services that were not operated 80% as allocated at HBD.

Example:



10. Version Summary

Version	Changes
Version 3	Policy change to reflect removal of application of WASG 8.7.2
Version 4	Updated references and addition of section 8 following consultation.
Version 5	Updated with the inclusion of Sydney Airport
Version 6	Clarity added to the timing flexibility for Sydney Airport
Version 7	Removal of Sydney Airport info to incorporate into Scheme guidance
Version 8	Updated to reflect changes to MSL from five to seven
Version 9	Clarity on treatment of night quota where allocated on a 1 for 1 basis