



**CONTROLLING THE MISUSE OF SLOTS AT COORDINATED AIRPORTS  
IN THE UK**

**CONSULTATION BY AIRPORT COORDINATION LIMITED**

**Response Form**

**Name**.....

**Company or Organisation**.....

**Email Address**.....

**Question 1**

Do you agree that it is no longer necessary to retain the extensive preamble in Section 1 of the Code?

**Response**

**Question 2**

Do you think that the Code, with the revision now proposed, is clear that operating without a slot allocated by the Coordinator at a coordinated airport is a sanctionable form of slot misuse?

**Response**

**Question 3**

Do you agree that the sentence: *'Sanctions will ordinarily only be applied when the normal coordination process and dialogue between the Coordinator and the air carrier has failed to resolve the air carrier's scheduling problems.'* should be deleted from Section 2.4 of the Code?

**Response**

**Question 4**

Do you agree to this clarification of section 4.1 as to how misuse must be repeated and intentional before an air carrier can be liable for a slot sanction?

**Response****Question 5**

Do you agree that the list of examples of types of misuse covered by the Code should be extended to include one additional type of misuse - the failure to cancel an allocated slot and intentionally not use it as proposed in the consultation?

**Response****Question 6**

Do you agree that the definition of repeatedly in section 5.1 of the Code should be changed to deal with repeated misuse of slots for ad hoc flights, with the text proposed in the consultation?

**Response****Question 7**

Do you agree that the definition of "Intentionally" in section 5.2 of the Code should be changed to the text proposed in the consultation?

**Response**

**Question 8**

Do you agree that the definition of "Significantly" in section 5.5 of the Code should be changed to the text proposed in the consultation?

**Response****Question 9**

Do you agree that it is necessary to clarify the Code to make it clear that the financial penalties must be applied to air carriers and that GA/BA operators must ensure that the handling agents appointed to clear slots on their behalf at coordinated airports must be accurate when advising the GA/BA operator of the slots that have been cleared on its behalf?

**Response****Question 10**

Do you agree that in order to make it clearer that the Coordinator is able to apply a financial penalty for the misuse of slots during the whole of the period of misuse, Section 7.3 of the Code should be modified as proposed in the consultation?

**Response**

**Question 11**

Do you agree that the basis of funding of the application and enforcement of the Code should be modified to make it more equitable between the airports?

**Question 12**

Do you agree that the basis of funding of the application and enforcement of the Code should be clarified to make it clear that the Coordinator (ACL) has no financial interest or benefit from the application of financial penalties to air carriers?

**Response****Question 13**

Do you agree that in order to make it clearer that a shorter notice period for hearings is acceptable if all parties agree then Section 14.5 of the code should be modified as proposed in the consultation?

**Response****Question 14**

Are there any amendments to the Code which are compatible with the UK Regulations and which could address the problem of the late return of slots?

**Response**

**Question 15**

Do you agree that in order to avoid additional costs for the person requesting a review and the Coordinator/schedules facilitator that costs should only be apportioned by the Independent Reviewer if this is requested by one of the parties?

**Response****Question 16**

Do you have any further comments, ideas or suggestions to make regarding improvements to the Code?

**Response**