

EUACA PRELIMINARY GUIDANCE FOR CARRIERS AND COORDINATORS: SLOT USAGE AT AIRPORTS UNDER THE AMENDED EU SLOT REGULATION, SUMMER 2021

1. Introduction

The European Union is currently discussing a proposal from the European Commission, amended by the Council Presidency, to adopt a revised EU Slot Regulation which would apply in Summer 2021 (and possibly beyond). The proposal is not final, so the following guidance is only for information at the date of publication. If it is confirmed that the final proposal will come into legal force, EUACA will publish further guidance. Until further notice, the existing EU Slot Regulation remains in force.

2. Outline of revised Regulation

The main provisions of the proposed revised Regulation for the EU for S21 are:

- a) Carriers may **hand back complete historic series of slots up to 50%** of slots (as allocated for S20) before 8 days after the entry into force of the amended Regulation, which we will refer to as the EU Return Date (ERD) and retain historic precedence for Summer 2022 without operating these slots (**full series alleviation**).
- b) Carriers holding fewer than 29 slots per week on average may hand back all complete historic series (as allocated for S20) before the ERD and retain historic precedence for Summer 2022 without operating these slots.
- c) The baseline used for the evaluation of the utilisation rate remains the HBD date. Historic precedence will be granted to series of slots not handed back by the ERD provided they meet a minimum **utilisation rate of 50%**.
- d) Carriers will be exempted from above utilisation rate if specific reasons for the non-use of slots apply. The proposed revised Regulation provides for an extended list of reasons related to the COVID-19 crisis.
- e) Slots should be **returned at least three weeks before operation**.

3. Interpretation and application

- a) The calculation of the total number of slots which a carrier may hand back under 2.a) above will be based on a carrier's Slot Historical List (SHL) as agreed with the carrier in September 2020 for historic precedence for slot submissions for S21 (S21 SHL).
- b) The total number of slots a carrier can hand back under this provision will be no greater than 50% of the total number of slots in the SHL.

- c) Only series of slots which were in the S21 SHL of the same carrier can be handed back under this provision, including any slots which (during or after initial coordination for S21) have been re-timed or exchanged under the terms of article 8a (1) (c) EU Slot Regulation.
- d) Slots transferred in or after the initial submission of S21 under the terms of article 8a (1) (b) EU Slot Regulation do not change the number of slots which can be handed back and receive alleviation.
- e) Complete series of slots means all the slots pertaining to a series as defined in article 2(k) of the Regulation.
- f) Slots returned before the HBD, and therefore not entitled to obtain historic precedence, will not affect the number of slots which can be returned before the ERD which is 50% of the slots in a carrier's S21 SHL.
- g) Coordinators may not grant historic precedence to series returned which result in returns of more than 50% of slots in the S21 SHL. In this case, coordinators will use discretion to decide which of the series handed back are not granted historic precedence to remain within the 50% number, unless the carrier concerned provides the coordinator with the relevant information before a deadline set by the coordinator. Carriers therefore should avoid handing back more than 50% of the S21 SHL total.
- h) A carrier allocated fewer than 29 slots per week on average in the previous equivalent scheduling period (i.e. S20) can hand back some or all of its full slot series by the ERD and will be granted historic precedence for those slots. A carrier will meet this condition if its S21 SHL was for a total of less than 899, based on an average 29 weekly slots multiplied by 31 weeks.
- i) Slots allocated after HBD will be allocated on an ad hoc basis and might receive higher priority in the initial allocation of S22 when capacity is available.
- j) Carriers operating at level 2 airports are encouraged to cancel without delay flights that they do not intend to operate.