

## [EUACA GUIDANCE FOR CARRIERS AND COORDINATORS: SLOT USAGE AT AIRPORTS UNDER THE AMENDED EU SLOT REGULATION, SUMMER 2021](#)

### [1. Introduction](#)

The European Union adopted an amendment of EU Slot Regulation 95/93 that set rules for a waiver on use-it or lose-it rules at EU airports and which will apply in Summer Seasons 2021 (S21) and possibly beyond.

The amended EU Slot Regulation formally entered into force with the publication in the Official Journal of the EU.

### [2. Outline of revised Regulation](#)

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

- a) Carriers may **hand back complete historic series of slots at an airport up to 50%** of slots as allocated for S20 before Saturday **27 February 22h59 UTC**, which we will refer to as the EU Return Date (ERD) and retain historic precedence for Summer 2022 without operating these slots (**complete 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 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](#)

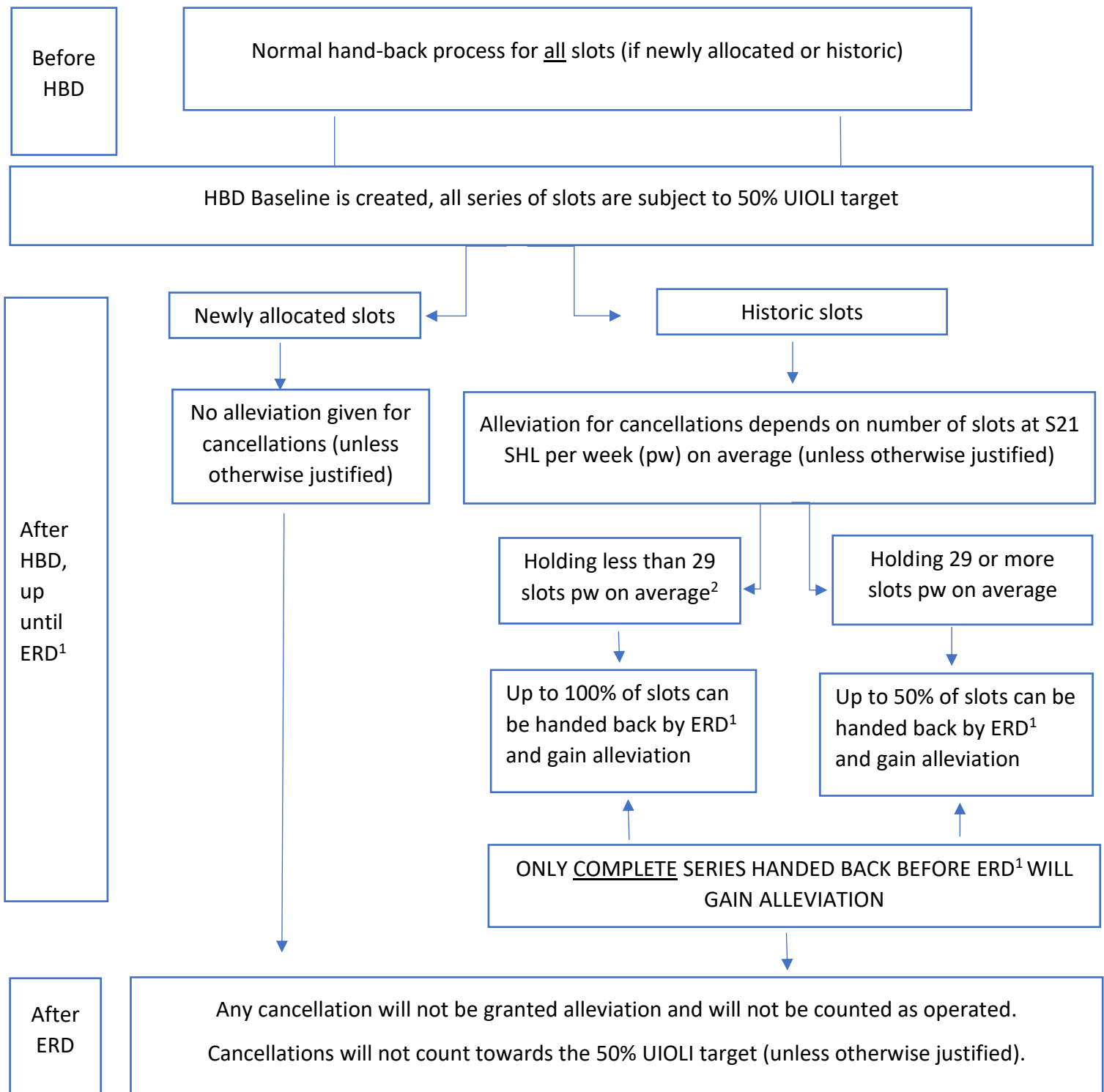
- a) The calculation of the total number of slots which a carrier may hand back under 2.a) above will be based on a carrier's Slot Historical List (SHL) as agreed with the carrier in September 2020 for historic precedence for slot submissions for S21 (S21 SHL).
- b) The total number of slots a carrier can hand back under point (a) above 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) Series of slots transferred in or after the initial submission of S21 and before 31 January 2021 (HBD) under the terms of article 8a (1) (b) EU Slot Regulation, and that were in the S21 SHL, will change the number of slots of the carriers concerned that can be handed back and receive complete series alleviation. The possibility to return slots for full alleviation is also considered to have been transferred.
- e) “Complete series” of slots means all the slots pertaining to a series as defined in EU Slot Regulation, article 2(k).
- 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 complete 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) The possibility to early return complete series (see 2a above) is supposed to enable an early reallocation of returned complete series to other carriers on an ad hoc basis in order to facilitate the use of airport capacity during S21. Capacity that becomes available due to complete series returned before ERD will therefore be reallocated in accordance with priorities to already existing outstanding waitlist requests (on an ad hoc basis). In the case that an air carrier who has made available complete series for reallocation before ERD intends to reclaim such series at a later stage due to changed circumstances related to the COVID-19 pandemic, slots will be allocated subject to capacity available. Carriers are requested to act in accordance with the objectives of the amended Slot Regulation and to provide transparent information about the reasons for reclaiming previously returned series.
- j) Series of Slots allocated after HBD will be allocated on an ad hoc basis and might receive higher priority in the initial allocation of S22 if capacity is available.
- k) Justified Non-Usage of Slots (JNUS).
  - o Carriers must provide appropriate information to coordinator justifying the non-usage of slots.
  - o Cancellations because of restrictions set by an authority with no end date are limited to a maximum of six weeks before the scheduled date of operation, with a weekly rolling renewal of one week.

- Once an end date for the measure is set, it is left to the discretion of the coordinator to decide until what date the JNUS exception is applied, but not longer than 6 weeks. Decision will be taken after having heard the carrier.
- l) Carriers operating at Level 2 airports are encouraged to cancel without delay flights that they do not intend to operate but not later than 3 weeks before the scheduled date of operation.

**Note the flowchart on next page.**

## S 21 Slots



<sup>1</sup>ERD - EU Return Date - 8 days after the entry into force of the amended EU Slot Regulation (**unofficial term, used by EUACA only for better illustration**).

<sup>2</sup>Less than 29 slots per week on average interpreted as carrier holding in its S21 SHL less than 899 slots in total, based on an average 29 weekly slots multiplied by 31 weeks.

