



Policy Rule

Additional Allocation Criteria

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Airport Coordination Netherlands (ACNL) is an independent governing body by public law. In the Dutch “Wet Luchtvaart” (Law on Aviation) designated as the coordinator for slot coordinated airports in the Netherlands. ACNL is responsible for slot allocation and slot monitoring at Amsterdam Airport Schiphol (AMS), Rotterdam The Hague Airport (RTM) and Eindhoven Airport (EIN). In order to make optimal use of the airport capacity our mission is to deliver slot coordination and monitoring services in a neutral, non-discriminatory and transparent way.

ACNL is publishing following policy rule according to article 1:3 (4) in conjunction with article 4:81 of the Dutch “Algemene wet bestuursrecht” (General Administrative Law Act). The abbreviation in Dutch is ‘Awb’.

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Introduction

1. In June 2020, the first edition of the Worldwide Airport Slot Guidelines (WASG) was released¹ as a replacement for the 10th edition of the Worldwide Slot Guidelines (WSG)². One of the changes concerns article 8.4.1.
WSG
When slots cannot be allocated using the primary criteria as set out in 8.3 above, consideration should be given to the following factors (in no particular order):
....
WASG
When slots cannot be allocated using the primary criteria as set out in 8.3 above, coordinators should not simply allocate the remaining slots pro-rata among all requesting airlines. Instead, consideration should be given to the following factors (in no particular order) to determine which of the competing requests should be allocated a slot:
2. Until now, after applying the primary criteria³, ACNL allocates new slots from the slot pool pro rata. As part of the implementation of the WASG, ACNL wants to apply additional criteria.

Relevant legislation and Guidelines

3. Article 8.4.1. of the WASG includes as additional allocation criteria:
 - a) *Effective Period of Operation: Whether an airline's schedule that will be effective for a longer period of operation in the same season than other competing requests.*
 - b) *Operational Factors: When operational factors (such as curfew) at one airport creates a slot problem elsewhere, thereby constraining an airline's schedule.*
 - c) *Time Spent on Waitlist: Whether an airline's request has been pending on the waitlist longer than competing requests.*
 - d) *Type of Consumer Service and Market: The balance of the different types of services (scheduled, charter, and cargo) and markets (domestic, regional, and long haul, and leisure or business) should be considered.*
 - e) *Connectivity: Coordinators should try to ensure that due account is taken of the development of the specific airport route network and connectivity to meet the needs of passengers and shippers.*
 - f) *Competition: Coordinators should try to ensure that due account is taken of competitive factors in the allocation of available slots. These factors could include the addition and development of a new route or competition on an existing route.*
 - g) *Environment: Coordinators should try to ensure that due account is taken of environmental factors in the allocation of available slots.*
 - h) *Local Guidelines: The coordinator must take local guidelines into account should they exist. Such guidelines should be approved by the Coordination Committee or its equivalent.*

¹ By Airports Council International, the International Air Transport Association (IATA) and the Worldwide Airport Coordinators Group

² By International Air Transport Association

³ The primary criteria are included in Articles 8 and 10 of the Slot Regulation.

4. ACNL is solely responsible for slot allocation and should do so in accordance with the provisions of the Slot Regulation⁴, including taking into account the WSG / WASG⁵ and local guidelines, provided that such rules and guidelines do not affect the independent status of the coordinator, comply with Community law and aim at improving the efficient use of airport capacity.

Policy with respect to Additional Allocation Criteria

5. A method is used that on the one hand can classify requests according to whether they meet the additional criteria to a greater or lesser extent (filtering) and, on the other hand, leaves room for the slot coordinator to make a professional assessment of which applications lead to allocation.
 - a. Overall goal is to allocate those requests that contribute to efficient use of the airport capacity and the needs of passengers, shippers and local residents.
 - b. The filtering is - where required – automated, based on the information in the SSIM ISD requests (because of the high number of requests).
 - c. The method applies to the no-slotted waitlist (SAL and post SAL). The slotted waitlist (about time improvements) is managed within the discretionary space that the slot coordinator has (and includes the factors of the additional criteria in this task).
6. ACNL assesses slot requests for which additional allocation criteria will be applied in two steps.
7. Step 1: automated filtering.
 Within the groups V, B, Y, N (SSIM codes) of the primary criteria, check marks are granted for requests when a factor is considered relevant to a certain extent. The more check marks, the more the request is on the top of the pile.

| <i>Additional criterion</i> | <i>Rewarding</i> | <i>Considerations/remarks</i> |
|-------------------------------|---|---|
| Effective period of operation | Seasons contain 21/22 or 30/31 weeks. <ul style="list-style-type: none"> • Requests which cover a large part of the season receive a check mark. • Requests that aim to complement the historic part of series up to season length receive a check mark | <ul style="list-style-type: none"> • The lower the number of weeks, the more fragmentation and the less efficient use of capacity. • Filling up series promotes also efficient use. • ACNL may customise per season the limits for check marks (depending on the composition of the waitlist). • Overdemanding and (dis)proven deliverability in former seasons are dealt with in step 2 and enforcement. |
| Operational factors | This factor is included step 2. | <ul style="list-style-type: none"> • Operational factors can be of very different nature, which are best judged for the specific situation by the slot coordinator. Moreover, these factors are not included in the SSIM message. |

⁴ Article 4.5 of the Slot Regulation.

⁵ Article 8.5 of the Slot Regulation.

| <i>Additional criterion</i> | <i>Rewarding</i> | <i>Considerations/remarks</i> |
|-------------------------------------|---|--|
| Time spent on the waitlist | Two similar seasons (part of) requested slots not allocated, a check mark is granted. To be identified by unchanged flight numbers, slot times and/or origin/destination in relation to the no-slotted waitlist at SAL. | <ul style="list-style-type: none"> • Airlines must keep the waitlist updated at any time. • Overdemanding and (dis)proven deliverability in former seasons are dealt with in step 2 and enforcement. • First reference point is the waitlist of W22. If an airline already tried to enter at an airport for several years before W22, it is considered in step 2. |
| Type of consumer service and market | If for a specific service type/market segment a recovery could be appropriate a check mark is granted for all requests in this type/segment. ACNL will announce before Initial Submission Deadline. | <ul style="list-style-type: none"> • In step 2 the slot coordinator can consider slight imbalances, making use of his own expertise and/or the information provided by the airport. • For W22, no service type/market segment is designated |
| Connectivity | If a new destination for the airport is added (compared to SHL for any number of movements) a check mark is granted. | <ul style="list-style-type: none"> • The IATA airport code is decisive. No difference is made between cargo and pax requests. • Adding movements to an already served destination by the same air carrier is not rewarded here. Otherwise, all requests will receive a check mark. Adding movements as a new carrier on the already served destination is rewarded in the factor competition and not rewarded here. • Destinations nearby are not excluded in this check mark. This element can be taken into account in step 2. |
| Competition | If an air carrier (compared to SHL) is adding movements on a destination that is already served by one or more other airlines (IATA airport code), a check mark is granted. | <ul style="list-style-type: none"> • The text of the WASG includes also new routes (“include the addition and development of a new route or competition on an existing route”). The development of a new route is already rewarded in the factor connectivity. • The way connectivity and competition are elaborated, only a check mark can be received on one of these factors for the same request. • Destinations nearby are not excluded in this check mark. This element can be taken into account in step 2. |
| Environment | Measured by Effective Perceived Noise (EPNdB, in dB). More than 23 EPNdB is granted a check mark. | <ul style="list-style-type: none"> • ACNL will publish on her website a categorization of aircraft related to noise emissions. This list will be updated seasonally. • If a group code is used for the aircraft type in the request, the aircraft with the median (or highest, in case of two values) EPNdB in that group is used. • ACNL can customize per season the limit of the check mark. • Exclusion of the period of 19h-23h-07h is considered in step 2 because to some extent these times are already incorporated in the coordination parameters. |

8. Step 2: final assessment by slot coordinator.

If competing requests end up on the top of the pile, one or more of the following criteria could be used by the slot coordinator to make a decision on the allocation:

- Operational factors: whether an operational issue can be solved. For instance, allocation of missing departure slots to complete a requested slot pair. These factors can also be part of information provided under WASG, 10.6.
- The extent certain factors are met, although competing requests have been granted both with a check mark. For instance, if the effective period of operation is equal, the number of days of operation can be evaluated. Another example: 6 years compared to 2 years on the waitlist.
- An equal distribution over or possible imbalances in types of service or market, connectivity or competition at the discretion of the slot coordinator or according to the information provided by the airports in conformity with WASG, 5.4.3. Also, alternatives e.g. rail/road connectivity for destinations nearby can be taken into account. At the moment of SAL or during season (after slot transfers from winter to summer season and/or after handed back slots) the aspect of equal distribution can differ, for instance for high (summer) season requests.
- If factors are more in the direct interest of passengers, shippers and local residents. For instance, connectivity is to a larger extent directly in the interest than for instance time spent on the waitlist.
- The extent the request fits in coordination parameters (available brackets, day/night, gate/terminal planning).
- The extent to which the air carrier has demonstrated deliverability in relation to their submissions in the past. Has the air carrier accepted previous offers from the waitlist? Has the air carrier operated in conformity with the allocated slots? Are (series of) slots timely returned to the coordinator (see WASG, 8.5)? Is an enforcement procedure taking place?
- When slots cannot be allocated using the criteria as set out above, the slot coordinator can apply as a last resort the pro-rata method, as used previous.

Enforcement

9. Enforcement is in conformity with WASG article 9.2.2.g, (“Requesting slots for an operation other than that indicated, with the intention of gaining improved priority”).

Process

10. This policy rule will be effective as of IATA Northern Winter season 2022.