

ILT-ACNL advise on handling slots in case of a diversion

ILT and ACNL would like to advise you on how to handle slots in case of a diversion. The reason for advising is: our enforcement practise shows that some airlines have difficulties with correct airport slot management regarding diversions. Therefore the interpretation regarding diversions of ACNL and the ILT is given below to prevent further NOOPS and NOREC violations.

In case of a diversion:

- An airport slot must be requested immediately at the alternate airport (if coordinated).
- The coordinator must be informed of the cancellation of the slot on the original destination airport (also immediately). Information must be sent always in IATA SSIM chapter 6 format (SCR/GCR message).
- When the communication cannot be done immediately, it is required to be done at least on the day of operation.
- Force Majeure can only be requested when legalisation (by the actions mentioned above) was not possible. An attempt for legalization always must be demonstrated.

We have seen that in practise airlines look at *WASG 10.18.3 – Airlines **should** not notify coordinators and facilitators of on-the-day equipment changes, or operational variations (for example, delayed flights or weather disruptions) to their allocated slots.*

However, this clause applies to changes/operational variations on the original flight, so to the original airport.

We would also like to draw your attention to:

*WASG 10.18.5 – Airlines **should** notify the coordinator of on-the-day cancellations so that the slots can be reallocated to other carriers.*

The WASG clearly states here that the non-used slot [also in case of a diversion] must be cancelled.

For further and more detailed information we refer to:

- [ACNL Policy Rule Day of Operations for Commercial Aviation](#)
- [Policy regarding misuse of slots | Slot misuse enforcement | Inspectie Leefomgeving en Transport \(ILT\) \(ilent.nl\)](#)

Yours sincerely,

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