

Working Procedure Slot Allocation S24 Exceedance of historic rights

Discipline: Slot Allocation
Airports: Amsterdam Airport Schiphol (AMS)
Seasons: IATA season Northern Summer 2024 (S24) (31 March - 26 October 2024)
Version: Final 1.0
Date: 29 September 2023

Reason

The basis for this working procedure is the Policy Rule Exceedance of Historic Rights (published at www.slotcoordination.nl). The Policy Rule includes the following provision.

"If ACNL expects an exceedance of the coordination parameters with all to be requested historic slots, ACNL will publish a working procedure to solve the exceedance of the relevant coordination parameter(s). The working procedure contains how ACNL will apply the criterion of proportionality with a holistic approach and provides air carriers with additional information regarding their slot requests at initial submission. ACNL strives to publish this working procedure before the coordination parameters are published."

Amsterdam Airport Schiphol has published the capacity declaration for S24. Based on the coordination parameters therein, it can be expected that in response to a reduced seasonal limit not all slots with historic entitlement can be allocated at the Initial Allocation and/or at times thereafter.

Principles as contained, inter alia, in the Policy Rule

- Prioritising is as specific as possible; the aim is to solve the exceedance of the relevant coordination parameter.
- ACNL will use the principle of proportionality as included in the best practice paper for managing temporary capacity reduction (17 July 2020) issued by the World Airport Slot Board (WASB). This paper contains the following principle: *"Any mandatory schedule reductions must be spread across all affected airlines that utilise the affected infrastructure, in a fair, transparent, and non-discriminatory manner by a slot coordinator acting independently."* and provision: *"The required schedule reductions will be measured based on a defined time period where congestion occurs and/or as a total per day, providing that a fair distribution of cancellations across carriers is ensured."*
- The air carrier will get as much freedom as possible in contributing to solve the exceedance.
- Where possible the normal allocation procedure is applied.

Seasonal limit

The baseline situation is as follows:

- The expected number of historic slots in the Slot Historic List message (SHL): 290268 (based on Agreed Historic Deadline. Possible effects as a result of applying WASG 10.4.2 are not included in this number).
- Seasonal limit capacity declaration: 280645 (reference capacity declaration AMS published 28 September 2023).
- Number of the exceedance 9623 slots.

After the End of Season S23, together with SAL on 2 November 2023, ACNL will publish a list with the required reduction per airline. The list will be sent directly to the registered accounts of the airline as well distributed via the secretariat of the Coordination Committee Netherlands.

The reduction of the seasonal limit is based on the Experimental Regulation as published in the State Journal. The Experimental Regulation is temporary in nature. Subject to conditions (see below), ACNL will make the historic right associated with unallocated historic slots for S24 also applicable in the SHL for S25.

The working procedures and details are as follows:

- Please refer to Annex 1 which describes the requirements of the airlines and coordinator along the milestones of the Calendar of Coordination Activities.
- The imposed reduction of the number of slots for S24 will be distributed among airlines in proportion to the number of slots on the SHL (by EoS S23) S24. It is to the freedom of the airline to decide how the reduction is completed: for instance by cancelling single dates within a series or to cancel (parts of) series.
- There is no exception for single slot pairs, as a 3,5% reduction in relative terms is such that it can be distributed across the days of the week / season without affecting the same-service concept in a substantial sense.
- In case a slot pool arises before HBD, ACNL will send an updated task per airline.
- In case ACNL receives an amended capacity declaration by Amsterdam Airport Schiphol before the HBD, possibly due to a court ruling, ACNL will send an updated task per airline too.
- If a slot pool arises after the HBD (also as a result of an amended capacity declaration), ACNL will make offers to airlines based on the waiting list. The "unallocated historical slots" category (if confirmed by a WCR message) will have the highest priority. Within this category, ACNL will use the principle of proportionality. For the other categories, normal priority rules will be used.
- On the HBD unallocated historic slots that were returned by the airline will be added to the SHL as made up for S25. This applies only to the number of requested reduction, surplus will not qualify and considered as regular hand back to the slot pool.
- In line with the normal rules, historic precedence can only be attached to slot series as identified at HBD.
- Individual historic (series of) slots not allocated at HBD will be reinstated at the SHL for S25.

Widebody parameter

Amsterdam Airport Schiphol has decided not to introduce for S24 a new Widebody parameter as announced earlier in the Coordination Committee Netherlands of 13 September 2023. Therefore this working procedure does not concern the widebody parameter.

Final provisions

- For General Aviation a separate working procedure applies.
- This working procedure has been drafted up by ACNL on the basis of the information that was available at the date above. ACNL may review and amend this working procedure.

ACNL advises all airlines to visit www.slotcoordination.nl for latest news and updates on slot allocation and slot monitoring. Airlines can subscribe to ACNL's news through this website.

Revision log

Version	Date	Changes w.r.t to previous version
V0.1	8 September 2023	First draft to collect remarks from CCN.
V0.2	22 September 2023	Second draft after CCN of 13 September and additional meetings at 18 September 2023.
V 0.3	26 September 2023	Draft after additional meeting at 25 September 2023 for collecting final remarks from CCN.
V1.0	29 September 2023	Final version to be applied for S24.

ANNEX 1 WP S24
CALENDAR OF COORDINATION ACTIVITIES
Guidance to airlines for S24 AMS reduction scheme

ACTIVITY	NS24	Action required for airline	Action required for coordinator
SHL Deadline	11SEP23	None	SHL has been sent out.
Agreed Historics Deadline	28SEP23	Airlines must acknowledge (ACK) the SHL or submit a claim no later than 28SEP23.	Coordinator will send revised SHL no later than 29SEP23 (only if applicable).
Confirmation of final coordination parameters and details of available capacity	No later than 28SEP23	None	Published on website ACNL.
Initial Submission Deadline	05OCT23	Initial submission request to be done without reduction , airlines apply for their full intended program.	Coordinator will check for missing historic slots and if applicable inform the airline to correct/respond within 24 hours.
End of Season	28OCT23		On 02NOV23, ACNL will distribute a list with the historic quota and required reductions on the historic quota per airline. The list includes eventual effects of WASG par.10.4.2. and the list will be sent to registered addresses and via the CCN.
SAL Deadline	No later than 02NOV23	<p>If there is a time offer in the SAL, the airline can reply with code A for acceptance. If the request must be kept on the waitlist then no reply is required (no reply at SAL is similar to action code P).</p> <p>Between SAL and HBD, the airline is required to complete the imposed reduction.</p> <p><u>The reduction process must be completed (including confirmation of the new quota by the coordinator) at the HBD of 31JAN24.</u></p>	<p>Coordinator will send the SAL including historic rights however, all slots on the SAL will be issued with code T.</p> <p>Additionally in the SI line of the SAL, reference is made to the Working Procedure how and when the required reductions have to be made by the airline between SAL & HBD.</p> <p><u>The airlines must have completed the reduction before the HBD of 31JAN24 deadline (including confirmation by the coordinator).</u></p>
IATA Slot Conference	14-17NOV23	Normal process	Normal process

Historics Baseline Date	31JAN24	<p>Not later than at HBD of 31JAN24, each airline must have reduced the required number of quota requested and processed in SSIM chapter 6 format.</p> <p>In the SI line the airline must indicate that the hand back is part of the imposed reduction.</p> <p>Only in the case that the airline wants to have the slots after HBD -on a non-historic basis- it must add its request to the waitlist by sending SSIM chapter 6 formatted (WCR) message.</p> <p>At the HBD historic preserved times will be released from the waitlist and made available for ad hoc allocation.</p>	<p>If the airline did not request for the reduction until HBD, on 01FEB24 ACNL will decide on which slot(series) to be reduced.</p> <p>Once the airline has fulfilled the reduction, a SIR confirming the revised quota is to be send and should be regarded as the official confirmation from T to H.</p> <p>SCR messages between SAL and the moment that the final reduction is made should be considered as code T until ACNL has confirmed the reduction has been fulfilled.</p> <p>Historic rights that have been handed back between SAL & HBD (and indicated in SI that the hand back was part of the required reduction) will be preserved and appear on the SHL S25.</p>
Start Of Season	31MAR24		
Allocation from the slot pool <u>after HBD</u>	From 01FEB24 until end of Season	<p>Maintain waitlist up to date.</p> <p>Action offers if applicable.</p>	<p>Allocated slots from the waitlist are non-historic.</p> <p>HBD will remain the reference for the calculation of the 80/20.</p>
SHL for S25	TBD		SHL will be sent following normal procedure and will included the preserved historic slots (as mentioned above)

*SRD 15JAN24 will apply for all Dutch airports