

Working Procedure Slot Allocation W24 EIN Exceedance of historic rights

Discipline: Slot Allocation
 Airports: Eindhoven Airport (EIN)
 Seasons: IATA season Northern Winter 2024 (W24) (27 October 2024 – 29 March 2025)
 Version: 1.0
 Date: 15 April 2024

Reason

The basis for this working procedure is the Policy Rule Slot allocation in case of 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.”

Eindhoven Airport (EIN) has communicated to the Coordination Committee Netherlands (CCN) a draft capacity declaration for W24. Based on the coordination parameters indicated therein, it can be expected that in response to

- a new split season parameter:

A.1: Available slots 27 October 2024 up to and including 31 December 2024	: 5.700
A.2: Available slots 1 January 2025 up to and including 29 March 2025	: 8.050

and

- B.6: the reduction from 13 slots to 11 slots in the timeframe 19:00-21:29 UTC
 not all historic slots can be allocated at Initial Allocation (SAL) and/or at time 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 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.

Split season parameter

The SHL situation is as follows:

- On the preliminary SHL of W24 5951 slots are allocated for the period 27 October 2024 – 31 December 2024 (part A.1). It is very likely that at SAL W24 an exceedance of 251 slots can be expected.
- On the preliminary SHL of W24 8044 slots are allocated for the period 1 January 2025 – 29 March 2025 (part A.2). It is very likely that at SAL W24 no exceedance is to be expected.

The final results will be calculated on the basis of the SHL for W24; set on 02 May 2024 (Agreed Historics Deadline)

The working procedures is as follows:

- ACNL will calculate the numeric proportional contribution to solve the exceedances of all airlines included at the SHL.
- The airlines will receive latest one (1) day after the Agreed Historics Deadline (2 May 2024) the required task, or as soon as the last (and all) SHL's has been ACK (WASG 10.5.1).
- The airlines are asked to submit an initial request including all historic:
 - Airlines are requested to file their intended historical slots (normal procedure)
 - Airlines are requested to provide ACNL separately via e-mail to info@slotcoordination.nl which specific (series of) slots should not be allocated on the SAL in order to meet their required reduction task for part A.1.
- ACNL will prepare the Initial Allocation List (SAL). Distribution of the SAL will be latest 30 May 2024.
- In the case that at SAL in part A.1 or A.2 a slot pool does not exist or insufficiently meets the applied reduction as was done in part A.1 or A.2, the part that does not fit within the declared capacity will be added to the no slot waitlist with highest priority.

Operational and Environmental parameters

The SHL situation is as follows:

- On the draft SHL of W24 for parameter B.6 there will be an exceedance of 2 slots for traffic day 1 (28OCT-02DEC, 16DEC, 30DEC-03FEB, 17FEB-24MAR).
- On the draft SHL of W24 for parameter B.6 there will be an exceedance of 1 slot for traffic day 7 (27OCT).

The final results will be calculated on the basis of the SHL for W24; set on 02 May 2024 (Agreed Historics Deadline)

The working procedure is as follows:

- ACNL will apply the criterium of proportionality with a holistic approach to solve the exceedance of all airlines affected in the parameter B.6.
- The airlines will receive latest one (1) day after the Agreed Historics Deadline (2 May 2024) the required task, or as soon as the last (and all) SHL's has been ACK (WASG 10.5.1).
 - Airlines are requested to file their intended historical slots and include their required rescheduling task item B.6 for day 1 and 7.

- ACNL will prepare the Initial Allocation (SAL) and send out no later than May 30, 2024.

Final provisions

This working procedure has been drafted up by ACNL on the basis of the feedback of the CCN members on 10 April 2024 and 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 April 2024	First draft to collect remarks from CCN members active at EIN.
V1.0	15 April 2024	Final version based on remarks from CCN members.

ANNEX 1 WP W24
CALENDAR OF COORDINATION ACTIVITIES
Guidance to airlines for **W24 EIN** reduction scheme

ACTIVITY	NW24	Action required for airline	Action required for coordinator
SHL Deadline	15APR24	None	SHL has been sent out (normal procedure)
Confirmation of final coordination parameters and details of available capacity	No later than 02MAY24	None	Publication on website ACNL.
Agreed Historics Deadline	02MAY24	Airlines must acknowledge (ACK) the SHL or submit a claim no later than 01MAY24.	Coordinator will send revised SHL no later than 02MAY24 (only if applicable).
1 day after AHD	03MAY24	Airlines will receive required task from coordinator to take into account in Initial Submission	Coordinator will send required task to airlines
Initial Submission Deadline	09MAY24	Initial submission request to be completed. Airlines do request all historic slots that they intend to operate (normal procedure)	None
SAL Deadline	No later than 30MAY24		Coordinator will send the SAL. Slots are allocated within the coordination parameters. Coordinator has added retimed/downsized historic requested slots on the waitlist.
IATA Slot Conference	11-13JUN24	Normal process	Normal process
Historics Baseline Date	31AUG24	Normal process	Normal process.
Start Of Season	27OCT24	Normal process	Normal process

*SRD 15JUL24 will apply for all Dutch airports

ANNEX 2

Details indication size and timing of the exceedance based in HBD W23 and draft capacity declaration W24 EIN.

A.1 + A.2: Split season parameter

	Capacity Declaration	SHL (preliminary)
A.1	5700	5951
A.2	8050	8044

Based on preliminary figures from SHL, the % of slots affected for each airline's total slot portfolio for 27OCT24-31DEC24 is shown in the table below:

Airline	Preliminary SHL slots	Percentage of 251 slot on 5951	Reduction of 4,22% in slots	Reduction	New number of slots
A3	38	4,22%	1,60	2	36
FR	2418	4,22%	101,99	102	2316
HV	1688	4,22%	71,20	71	1617
OR	132	4,22%	5,57	6	126
PC	74	4,22%	3,12	3	71
TB	35	4,22%	1,48	1	34
W4	404	4,22%	17,04	17	387
W6	1162	4,22%	49,01	49	1113
	5951			251	5700

B.6

	Traffic day	Capacity Declaration	SHL (preliminary)
1900-2125 UTC	1	11	13 (28OCT24-02DEC24) 13 (16DEC24) 13 (30DEC24-03FEB25) 13 (17FEB25-24MAR25)
1900-2125 UTC	7	11	12 (27OCT24)

Impact:

Traffic day	Period	Affected airline	Airline required to adjust schedule
1	28OCT24-02DEC24	FR/HV/OR	Tba, see page 2
1	16DEC24	FR/HV/OR	Tba, see page 2
1	30DEC24-03FEB25	FR/HV/OR	Tba, see page 2
1	17FEB25-24MAR25	FR/HV/OR	Tba, see page 2
7	27OCT24	FR/HV/OR	Tba, see page 2