

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: 2.0
Date: 1 May 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."

Airport Coordination Netherlands (ACNL) has received from Eindhoven Airport (EIN) the capacity declaration for W24 and published at www.slotcoordination.nl. Based on the coordination parameters indicated therein, in response to parameter

- 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.

Operational and Environmental parameters: B6

The SHL situation is as follows:

- On the 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 SHL of W24 for parameter B.6 there will be an exceedance of 1 slot for traffic day 7 (27OCT). The final results are calculated on the basis of the SHL for W24; set on 1 May 2024.

The working procedure is as follows:

- ACNL applied the criterium of proportionality with a holistic approach to solve the exceedance of all airlines affected in the parameter B.6.
- Airlines are requested to take duly note of Annex 2 and complete the required task
 - 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.

Split season parameter

Please note, expected exceedance of historic rights as a result of this parameter mentioned in the previous version of this Working Procedure (v1.0 of 15 April 2024) will not occur due to an adjustment in the (final version of the) capacity declaration W24 for EIN.

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, of the information that was available at the date above and final SHL. 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.
V2.0	1 May 2024	Second version including the required task for airlines for parameter B6 based on definite SHL and published Capacity Declaration.

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 concerning size and timing of the exceedance based in SHL W23 and capacity declaration W24 EIN.

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, earlier then 19.00 UTC
1	28OCT24-02DEC24	FR/HV/OR	FR and HV both 1 series
1	16DEC24	FR/HV/OR	FR and HV both 1 series
1	30DEC24-03FEB25	FR/HV/OR	FR and HV both 1 series
1	17FEB25-24MAR25	FR/HV/OR	FR and HV both 1 series
7	27OCT24	FR/HV/OR	HV due to only single date 27OCT