

<i>Type of misuse</i>	<i>Short name</i>	<i>Example of misuse (not limited to)</i>	<i>Legal basis</i>	<i>WASG reference</i>	<i>Conditions for sanctioning</i>	<i>Enforcement by + Options for sanctions:</i>
Requesting slots for an operation other than that indicated, with the intention of obtaining improved priority	Jumping the queue	<ul style="list-style-type: none"> Requesting a slot using a certain priority while conditions are not present, such as, but not limited to: <ul style="list-style-type: none"> - requesting a slot for an operation with a more silent aircraft while operations are scheduled with a noisier aircraft. - requesting a series of slots with new entrant priority while conditions do not allow for new entrant request 	EU Regulation 95/93	9.2.2 g)	Repetition: See WP ACNL Intentional: When the airline or other aircraft operator has already been notified of possible slot misuse by ACNL (ref. WASG 9.4.4.3)	ACNL: <ul style="list-style-type: none"> referral of the matter to CCN; loss of historic precedence for the series of slots involved in next equivalent season; lower priority for new future requests in next equivalent season; withdrawal of series of slots involved for remaining portion of current season CAA-NL: no enforcement by CAA-NL
Requesting new slots without the intention to operate	Capacity blocking (requesting slots)	<ul style="list-style-type: none"> Inaccuracies in the airline's or other aircraft operators' outstanding waitlist requests After SRD until End of Season, shortly after allocation repeatedly returning a slot which was allocated from the waitlist. Rescheduling a slot to a later date in the season without direct intention to use the slot for the requested date, time, aircraft type, service type and destination/origin. 	EU Regulation 95/93	9.2.2 f)	Repetition: See WP ACNL Intentional: When the airline or other aircraft operator has already been notified of possible slot misuse by ACNL (ref. WASG 9.4.4.3)	ACNL: <ul style="list-style-type: none"> referral of the matter to CCN; loss of historic precedence for the series of slots involved in next equivalent season; lower priority for new future requests in next equivalent season; withdrawal of series of slots involved for remaining portion of current season CAA-NL: no enforcement by CAA-NL
Holding slots without intention to operate, transfer, swap, or use in a shared operation	Intentional slot withholding	<ul style="list-style-type: none"> Inaccuracies in the airline's or other aircraft operators' updating of the slot portfolio (allocated slots) Repeatedly returning series of slots between Series Return Deadline and Historic Baseline Date (not complying with the Series Return Deadline) After HBD, repeatedly returning a slot shortly before or on day of operation and initially intended use cannot be proven 	EU Regulation 95/93	9.2.2 d)	Repetition: See WP ACNL Intentional: When the airline or other aircraft operator has already been notified of possible slot misuse by ACNL (ref. WASG 9.4.4.3).	ACNL: <ul style="list-style-type: none"> referral of the matter to CCN; loss of historic precedence for the series of slots involved in next equivalent season; lower priority for new future requests in next equivalent season; withdrawal of series of slots involved for remaining portion of current season CAA-NL: no enforcement by CAA-NL

Holding slots for an operation other than that planned for the purpose of denying capacity to another airline or aircraft operator	Capacity blocking (holding slots)	<ul style="list-style-type: none"> Repeatedly returning series of slots between Series Return Deadline and Historic Baseline Date (not complying with the Series Return Deadline) and intended use cannot be proven After HBD, repeatedly returning a slot shortly before or on day of operation and initially intended use cannot be proven After a few weeks after a slot has been allocated the respective flight is still not open for sale 	EU Regulation 95/93	9.2.2 e)	<p>Repetition: See WP ACNL</p> <p>Intentional: When the airline or other aircraft operator has already been notified of possible slot misuse by ACNL (ref. WASG 9.4.4.3)</p>	<p>ACNL:</p> <ul style="list-style-type: none"> referral of the matter to CCN; loss of historic precedence for the series of slots involved in next equivalent season; lower priority for new future requests in next equivalent season; withdrawal of series of slots involved for remaining portion of current season <p>CAA-NL: no enforcement by CAA-NL</p>
Operating a flight in a significantly different way to the slot allocated – including difference of service type, aircraft subtype, aircraft capacity, or origin/destination	Different way ops	<ul style="list-style-type: none"> Operating Intra/Extra Schengen routes when having requested otherwise. Operating with different aircraft type and number of seats Operating a commercial flight when having requested otherwise 	EU Regulation 95/93, Besluit slotallocatie (Slot Allocation Decree)	9.2.2. c)	<p>Repetition: See WP ACNL</p> <p>Intentional: Operating the flight with the knowledge that it differs on service type, aircraft subtype, aircraft capacity or origin/destination from the allocated slot, and/or</p> <p>when the airline or other aircraft operator has already been notified of possible slot misuse by ACNL or CAA-NL (ref. WASG 9.4.4.3)</p> <p>Prejudice to airport or air traffic operations: If the different way ops results in an exceedance of any applicable coordination parameter or airport managing body or ANSP can prove prejudice otherwise.</p>	<p>ACNL:</p> <ul style="list-style-type: none"> referral of the matter to CCN; loss of historic precedence for the series of slots involved in next equivalent season; lower priority for new future requests in next equivalent season; withdrawal of series of slots involved for remaining portion of current season <p>CAA-NL:</p> <ul style="list-style-type: none"> order subject to a penalty for non-compliance; administrative fine

Operating at a Level 3 airport without an allocated slot	Ops without slot	-	EU Regulation 95/93, Besluit slotallocatie (Slot Allocation Decree)	9.2.2. a)	Repetition and intentional not considered	ACNL: No enforcement by ACNL CAA-NL: <ul style="list-style-type: none"> • order subject to a penalty for non-compliance; • administrative fine
Operating in a curfew or another restricted operations period without holding an allocated slot for that period	Unplanned restricted time ops	<ul style="list-style-type: none"> • Intentionally operating a flight during the night regime for which a day slot was allocated, since the slot is allocated close to the night regime and in the flight schedule, operational variabilities are insufficiently taken in account. • Changing the execution of a flight and overlooking the fact that the slot planning also has to be changed. 	EU Regulation 95/93, Besluit slotallocatie (Slot Allocation Decree)	9.2.2. h)	<p>Repetition: See WP ACNL</p> <p>Intentional: Operating the flight with the knowledge that it differs from the allocated slot,</p> <p>and/or</p> <p>when the airline or other aircraft operator has already been notified of possible slot misuse by ACNL or CAA-NL (ref. WASG 9.4.4.3)</p>	<p>ACNL: for restricted time ops:</p> <ul style="list-style-type: none"> • referral of the matter to CCN; • loss of historic precedence for the series of slots involved in next equivalent season; • lower priority for new future requests in next equivalent season; • withdrawal of series of slots involved for remaining portion of current season <p>CAA-NL: for unplanned night ops:</p> <ul style="list-style-type: none"> • order subject to a penalty for non-compliance; • administrative fine
Operating a flight as part of a series at a significantly different time from the allocated slot	Different time ops	-	EU Regulation 95/93, Besluit slotallocatie (Slot Allocation Decree)	9.2.2. b)	<p>Repetition: See WP ACNL</p> <p>Intentional: Operating the flight with the knowledge that the on/off-block time differs from the allocated slot,</p> <p>and/or</p> <p>when the airline or other aircraft operator has already been notified of possible slot misuse by ACNL or CAA-NL (ref. WASG 9.4.4.3)</p>	<p>ACNL:</p> <ul style="list-style-type: none"> • referral of the matter to CCN; • loss of historic precedence for the series of slots involved in next equivalent season; • lower priority for new future requests in next equivalent season; • withdrawal of series of slots involved for remaining portion of current season <p>CAA-NL:</p> <ul style="list-style-type: none"> • order subject to a penalty for non-compliance; • administrative fine
Not operating a flight for which a slot was allocated	Slot not cancelled		Besluit slotallocatie (Slot Allocation Decree)	9.2.2. d)	<p>Repetition: more than once during same IATA season</p> <p>Intention: When the airline</p>	<p>ACNL: No enforcement by ACNL</p> <p>CAA-NL:</p> <ul style="list-style-type: none"> • order subject to a

					or other aircraft operator has in the same season previously been notified of possible slot misuse by CAA - NL (ref. WASG 9.4.4.3)	penalty for non-compliance; <ul style="list-style-type: none">• administrative fine
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