



Slot Performance Monitoring in Europe

Development of an EUACA Guideline on slot monitoring best practices

**Under development*

Objectives of Slot Performance Monitoring

- § Ensure adherence to allocated slots within normal operating tolerances
- § Identify any instances of intentional misuse of allocated slots
- § Prevent operations at a coordinated airport without an allocated slot
- § Encourage the timely return of unwanted slots to the pool for reallocation

Rules & Regulations

EU Slot Regulation No. 95/93 (amended)

Article 4(6) – duty to monitor use of slots

Article 5(1) – role of the Coordination Committee to advise on methods of monitoring the use of slots

Article 7(1) – duty of air carriers to provide requested information

Article 7(3) – duty to exchange information

Article 14(4) – withdraw slots for repeated and intentional slot misuse

Article 14(5) – sanctions against slot misuse

Article 14(6) – withdraw slots not being used

IATA Worldwide Slot Guidelines

Section 1.7 and 7.1 – Key Principles of Slot Allocation

Section 7.9 – Intentional Misuse of Slots

Annex 10.8 – Coordination Committee terms of reference

Annex 10.9 – Slot Performance Committee terms of reference

Guiding Principles

Slot monitoring is a continuous process that:

- § uses objective, transparent and non-discriminatory criteria
- § should be adapted to the specific needs of the airport and types of traffic
- § should be timely and simple to calculate and administer
- § follows advice given by the Coordination or Slot Performance Committee

Types of Inconsistencies / Misuse

Before the operation:

- § Intention to operate with no corresponding slot
- § Slot held with no intention to operate
- § Intention to operate at a time different than the allocated slot
- § Intention to use a slot in a significantly different way than allocated

- § Note: such checks should not be done too far in advance, as airlines may legitimately have discrepancies in their schedules that they are seeking to resolve.

After the operation:

- § Operations with no corresponding slot
- § Slot held but not operated
- § Operations at a time different than the allocated slot
- § Use of a slot in a significantly different way than allocated where this may cause prejudice to airport operations (eg, use of a larger aircraft in breach of terminal capacities)
- § Where applicable, flights operated in curfew or other restricted operations periods without holding a valid airport slot for that period (eg, night period)

Sources of Data

Before the operation:

- § Published schedule data (websites, CRS, timetables, brochures, tickets)
- § Airport or ground handling data of the airport concerned or at the other end of the route
- § **EUACA combined database**
- § ATC flight plan

After the operation:

- § Airport data on actual operations, matched to the coordinator's database of planned operations
- § Note: slots are on/off block times, so ideally these are the times provided by the airport. If not possible, taxi times need to be applied.

Checks before querying with operators

Coordinators should avoid seeking unnecessary explanations from air carriers of minor operational deviations. In analysing the data, the coordinator should:

- § apply a reasonable tolerance for time differences to filter potential slot misuse from normal operational variability
- § distinguish repeated (possibly intentional) off slot operations from random operational deviations
- § check whether the deviation is a result of an obvious operational disruption (eg, known events of extreme weather, strikes, etc).
- § check for evidence of intentional slot misuse such as published times different than the allocated slot time, or operations closer to the initially requested time than the allocated slot time
- § check whether the block time appears appropriate for the route and aircraft type, eg, by comparing with other similar operations on the route
- § check whether the turnaround time appears appropriate for aircraft type and type of service, eg, by comparing with other similar operations
- § check whether the reasons invoked by the carrier to be exempted from slot allocation are true (real diversion, Head of State, ambulance)

Follow-up action

- Step 1: Evidence of significant discrepancy and/or international misuse?
- Step 2: Contact the operator concerned and request an explanation (setting a reasonable deadline for response), and to take corrective action where necessary
- Step 3: If an adequate explanation is provided and/or appropriate corrective action is taken, the coordinator should continue to monitor the situation
- Step 4: Where there is evidence of intentional slot misuse or if no adequate explanation is provided, the coordinator may take further appropriate action

When deciding upon any further action, the coordinator should take into account:

- § if it is a first or repeated occurrence of an ad hoc operation (airline or GA/BA)
- § if it is a first/single or repeated occurrence as part of a series of slots
- § the severity of the discrepancy
- § if it was likely to cause prejudice to the airport or ATC operations
- § the appropriate monitoring guidelines developed by the relevant Coordination Committee or Slot Performance Committee

Follow-up action

Possible actions and level of escalations are:

- § Issue a (first) warning
- § Request for corrective action
- § Summoning before the Coordination or Slot Performance Committee
- § Lower priority in the allocation of slots
- § Loss of historic precedence and/or mid-season withdrawal of that series of slots
- § Application of financial sanctions by the relevant authority (dependent on National Law)

Continuing poor performance & intentionality

Sanctions against slot misuse (financial and/or loss of historic) apply only to intentional misuse.

Sometimes poor slot performance is initially not deemed intentional, but may be considered intentional in future if the operator does not take reasonable corrective action.

Common examples:

- § planned block times or turnaround times which cannot be reliably achieved
- § unrealistic planned aircraft utilisation leading to poor slot performance.

The operator should be given the opportunity to take appropriate corrective action. However, if they do not do so then the continued poor slot performance should be considered intentional slot misuse.

Slot Performance and the 80/20 rule

Airlines can lose historic rights to slots for either:

- § Failing to operate a series of slots at least 80% of the time, OR
- § Intentional and repeated misuse of the allocated slot

Slot performance and the 80/20 calculation are separate issues.

Air carriers should not be penalised for on-the-day operational delays in the application of the 80/20 rule, ie, if the flight operates late but on the same day then it should count as 'used' for the 80/20 calculation.

If airlines intentionally and repeatedly misuse a series of slots then they are liable to lose historic rights for slot misuse.



Thank you