

# Asia/Pacific Airport Coordinators Association (APACA)

## Agenda Item 8

Determination of Historic Slots and eligibility of historic precedence

1<sup>st</sup> APACA meeting  
13 November, 2010  
Melbourne, Australia

# Determination of Historic Slots (1)

## 1. Back ground

JSAG has been discussing the content of 6.4.1 and Appendix 4 of WSG in order to maintain the conformity among airlines and coordinators on the determination of historic slots. The changes to 6.41. and Appendix 4 in the past can be found below. Although new text was approved at the last conference and incorporated into current WSG (20th edition), Appendix 4 was dropped from WSG (19th edition) and is still missing at this moment.

	Section 6.4.1	Appendix 4
WSG (16th edition) (Jul. 2008)	Determination of Historics (only U/L calculation (80/20%))	Notion of calculation base for U/L is explained.
WSG (17th edition) (Dec.2008)	The same as above	Calculation example was revised (More concrete example were introduced)
WSG (18th edition) (Aug. 2009)	The same as above	The same as above
WSG (19th edition) (Jan.2010)	The same as above	Dropped
WSG (20th edition) (Aug. 2010)	Determination of Historic Slots (Completely new text was introduced, 20% gap notion was explained first in the text)	Dropped

## 2. Section 6.4.1

In this section, 20% gap notion was introduced. Two paragraphs under the Cancellations made before 31 August (Winter) and 31 January (Summer) are the completely new text. The paragraphs shown below will be effective as of 1st January 2011.

## Determination of Historic Slots (2)

The following section of 6.4.1 is effective as of 1st January 2011

Coordinators should use the following guidelines for determining which slots are eligible for historic precedence and the number of operations required to achieve 80% usage:

- A series of slots is eligible for historic precedence when the series has been operated at least 80% of the time in accordance with 6.10.7.
- The series of slots held by coordinators on 31 August (Winter) and 31 January (Summer) will be used as the basis for determination of eligibility for historic precedence.
- Where an airline holds more than one series of slots at the same time with identical or overlapping periods, then the usage of each series is calculated separately. If a flight operates on more than one day-of-week, then each day-of-week is considered as a separate series of slots.
- Time changes cleared by the coordinator for part of a series of slots (e.g., for daylight savings time) do not affect eligibility for historic precedence, provided at least 80% of the number of operations in the series is operated as cleared by the coordinator.
- Historic precedence applies to the latest timings approved by coordinators for a series of slots, unless otherwise agreed between the coordinator and airline.
- Ad hoc changes to a series of slots of aircraft type, flight number, route or service type do not affect eligibility for historic precedence. The 80% usage will be calculated for the total number of operations across all periods and historic precedence will normally apply to the series of slots as operated the majority of the time, unless otherwise agreed between the coordinator and airline.

# Determination of Historic Slots (3)

## **Cancellations made before 31 August (Winter) and 31 January (Summer)**

- The cancellation of five or more consecutive weeks will reduce the period eligible for historic precedence or result in separate periods eligible for historic precedence. Where the separate periods are recognizably part of the same service (e.g., same flight number, route, etc.), then the 80% usage will be calculated for the total number of operations across all periods.
- The cancellation of periods less than five consecutive weeks does not reduce the period eligible for historic precedence, provided the total number of cancellations is less than 20% of the period between the first and last date of the series of slots.

## **Cancellations made after 31 August (Winter) and 31 January (Summer)**

- For a series of slots newly allocated after 31 August (Winter) and 31 January (Summer) that is eligible for historic precedence, the number of slots in the series at the date of first allocation forms the basis of the 80% usage calculation, unless otherwise agreed between the coordinator and airline.
- If the period of operation of a series of slots is extended after 31 August (Winter) and 31 January (Summer), then the airline is eligible for historic precedence for the extended period of operation, subject to the 80% usage requirement for the entire series inclusive of the increased number of operations.
- All cancellations made after 31 August (Winter) and 31 January (Summer) are considered as non-utilization of the series of slots in the 80% usage calculation, unless the non-utilization is justified on the basis of the provisions of 6.10.7.
- Slots allocated by coordinators as ad hoc are not eligible for historic precedence. However, slots requested as a series that are initially allocated as ad hoc, but which form a series of slots by the end of the scheduling period, may be eligible for historic precedence.

# Appendix 4 (Under Deliberation (1))

## 3. Appendix 4

Although the Appendix 4 is missing at this moment, the draft Appendix 4 under deliberation by JSAG is attached just for your information. This Appendix 4 is divided in to two parts in accordance with the cancellation of 5 or more than 5 weeks and less than 5 weeks. It should be noted that the consensus has not been reached yet among coordinators, even in EUACA coordinators group.

### (1) 5 or more than 5 cancellations

- The cancellation of five or more consecutive weeks will reduce the period eligible for historic precedence or result in separate periods eligible for historic precedence. Where the separate periods are recognizably part of the same service (e.g., same flight number, route, etc.), then the 80% usage will be calculated for the total number of operations across all periods.

### (2) Less than 5 weeks

- The cancellation of periods less than five consecutive weeks does not reduce the period eligible for historic precedence, provided the total number of cancellations is less than 20% of the period between the first and last date of the series of slots.

## 4. Point of Discussion

- Some people argues that why we have to give the historic slots while the airlines are not operating during cancellation period in case of less than 4 weeks cancellation.
- Once you started describing the concrete example like in Annex 4, there should be numerous number of examples needs to be written.

# Appendix 4 (Under Deliberation (2))

## APPENDIX 4

### DETERMINATION OF ELIGIBILITY FOR HISTORIC PRECEDENCE

This appendix provides guidance on how cancellations made before 31Jan/31Aug are treated in determining the series of slots eligible for historic precedence and the target number of operations required to achieve 80% usage.

Ideally coordinators should inform airlines of their eligibility for historic precedence after 31Jan/31Aug

#### 5 or more week gaps

1.1	Original series			30 weeks	
	at SHD	5	5	20 weeks	gap > 4 ops
	SHL eligibility	5		20 weeks	if same flight, 80% of 25 if different flights, 2 fragments
1.2	Original series			30 weeks	
	at SHD	4	5	21 weeks	gap > 4 ops
	SHL eligibility			21 weeks	if operate at least 80% of 21
1.3	Original series			30 weeks	
	at SHD	5		25 weeks	gap > 4 ops
	SHL eligibility	5		25 weeks	if operate at least 80% of 25

# Appendix 4 (Under Deliberation (3))

## less than 5 week gaps

2.1	Original series	30 weeks		$(6/30=20\%)$
	at SHD	4	3 4 3 16	gap <20% recognisably the same flight
	SHL eligibility	30 weeks		if operate at least 80% of 24
2.2	Original series	30 weeks		$(7/30=23.3\%)$
	at SHD	4	3 5 4 14	gap >20% recognisably the same flight
	SHL eligibility	5	14	if same flight, 80% of 19 if different flights, 2 fragments
2.3	Original series	30 weeks		$(4/30=13.3\%)$
	at SHD	4	26 weeks	gap <20%
	SHL eligibility	30 weeks		if operate at least 80% of 26
2.4	Original series	18 weeks		$(4/18=22.2\%)$
	at SHD	4	14 weeks	gap >20%
	SHL eligibility	14 weeks		if operate at least 80% of 14