

# EUACA Task Force Historic Determination

Discussion Paper for EUACA/93

Budapest, 20 March 2019

# Agenda

- A. Objective
- B. Determination of a series
- C. Cancellations of  $< 20\%$  and less than 5 weeks before HBD
- D. Cancellations of  $> 20\%$  before HBD
- E. Cancellations of 5 or more consecutive weeks before HBD

## A. Objective

To find a common EUACA interpretation of how to determine a potential historic series up until HBD to avoid different outcomes **at HBD so that all coordinators follow the same principles when generating the basis for the calculation of the 80/20 at HBD.**

# B. Designation of a series

WSG Edition 8.1

## 10 Terms and Abbreviations

Series of Slots: at least 5 slots **requested for the same time** on the same day-of-the-week, distributed regularly in the same season, and allocated in that way or, if that is not possible, **allocated at approximately the same time**.

### 8.7.1 a)

The series of slots held on the Historics Baseline Date of 23:59 UTC 31 January (summer) and 23:59 UTC 31 August (winter) is used as the basis for determining eligibility for historic precedence.

## B. Potential historic series

A potential historic series are slots at HBD that are:

- ⇒ Requested and allocated for at minimum 5 consecutive weeks,
- ⇒ Requested and allocated with the same flight number,
- ⇒ Requested and allocated on the same day of operation and
- ⇒ Requested at the same slot time
- ⇒ Allocated at the same slot time or, if that is not possible, **allocated at approximately the same time.**

## B. Principles -1- (based on WSG 8.1)

- ⇒ The last and not the initial request is the determining factor.
- ⇒ Ad hoc time or flight number changes of less than 5 consecutive weeks are not considered before HBD.
- ⇒ A flight number change before HBD breaks the series. Slot series that are allocated at the same slot time but with different flight numbers will be considered as different series.
- ⇒ A time change requested before HBD breaks the series. Slot series that are requested and allocated with the same flight number but at different slot times will be considered as different series.
- ⇒ Slot series that are requested with the same flight number but at different slot times but are allocated at the same slot time will be considered as one series.
- ⇒ Slot series that were initially allocated at different slot times but are consolidated at the same slot time at HBD will be considered as one series.
- ⇒ Changes of less than 5 weeks are blocked and checked manually, i.e. an existing series can be extended, shortened or split only if the remaining periods consist of a minimum of 5 consecutive weeks.

## B. Principles -2- (based on WSG 8.1)

“Allocated at approximately the same time”:

- Usually, the coordinator does not, on his own, split the requested series length.
- If the series cannot be allocated as requested, the coordinator may ask the carrier if he accepts to split the series to allocate it at different times.
- In this case the split of a series is considered as being requested by the carrier and the separate periods, which must each consist of a minimum of 5 consecutive weeks, will be considered as different series.

## C. Cancellations of < 20% and < 5 weeks before HBD

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8.7.2.2 The cancellation of periods of less than 5 consecutive weeks does not reduce the period eligible for historic precedence, provided the total number of cancellations is 20% or less of the period between the first and last date of the series of slots.

## C. Principles

- ⇒ Cancellations of  $< 20\%$  and less than 5 consecutive weeks are eligible for historic precedence.
- ⇒ The spare capacity from these cancellations is not available for reallocation before HBD but must be blocked (After HBD this capacity can be allocated on ad hoc basis without historic precedence).
- ⇒ These cancellations are reinserted in the series when producing the SHL.

# C. Discussion

How shall the cancellations be monitored?

- a) Monitor the cancellations and fill them up if they are < 20 % and less than 5 consecutive weeks.
  - ~~b) Do not monitor the cancellations but fill up the gaps if they are < 20 % and less than 5 consecutive weeks.~~
  - ~~c) Monitor the cancellations on the basis of the series at HBD.~~
- ⇒ The number of possible cancellation varies depending on the option.
- ⇒ Option a) follows the guideline but does not reflect the way of working of a substantial number of coordinators

Alternative:

Use Reference numbers with the initial/first requests and trace all the cancellations.

Disadvantage:

- Decreases slot utilisation (easier to fulfil 80%)
- Tendency to cancel more than in current situation (more towards 80% than 99%)

Advantage:

- Less complex
  - Adds flexibility for airlines
- ⇒ No option

## C. Discussion

Shall cancellations at the start or end of a series be considered for reallocation?

YES: When calculating the percentage of cancellations in a series, the series has to be defined before the cancellation and therefore includes the start and end dates that are cancelled afterwards.

## C. Alternative

- Cancellations of < 20% and less than 5 consecutive weeks are not eligible for historic precedence.
- The returned slots are available for the allocation of new series with historic precedence.
- Only fragments of a minimum of 5 consecutive weeks are eligible for historic precedence.

Disadvantage:

- ⇒ As all fragments < 5 weeks are not eligible for historic precedence, cancellations will be done after HBD
- ⇒ Fragmentation

- ⇒ Increases slot mobility and possibilities for new entrants
- ⇒ Increases slot utilisation
- ⇒ Progressive option

**Not part of the discussion in the EUACA TF but should take place in the IATA HDTF**

## D. Cancellations of > 20 % before HBD

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8.7.2.2 The cancellation of periods of less than 5 consecutive weeks does not reduce the period eligible for historic precedence, provided the total number of cancellations is 20% or less of the period between the first and last date of the series of slots.

## D. Principles

- ⇒ Cancellations of > 20% reduce the period eligible for historic precedence.
- ⇒ Only periods allocated for at minimum 5 consecutive weeks are eligible for historic precedence.
- ⇒ The calculation of the 80/20 be is done across all periods.
- ⇒ The returned slots are available for the allocation of new series with historic precedence.

## E. Cancellations of 5 or more consecutive weeks

### WSG Edition 8.1

8.7.2.1 The cancellation of 5 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 recognized as part of the same service (for example, same flight number, route, etc.)** then the 80% usage will be calculated for the total number of operations across all periods.

## E. Principles

- ⇒ Cancellations of 5 or more consecutive weeks are not eligible for historic precedence.
- ⇒ The returned slots are available for the allocation of new series with historic precedence.
- ⇒ The 80/20 calculation will be done for the total number of operations across all periods if the periods belong to the same series with the same allocated time and the same flight number.
- ⇒ In case the cancellations are 5 consecutive weeks but  $< 20\%$  (i.e.  $5 + 1$ ) the single cancellation is eligible for historic precedence and will be filled up.