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Airports Slot Waiver for Northern Summer 2022 (NS22) at the Turkish Coordinated & Facilitated Airports

This circular announces slot waiver principles (Use It or Lose It (U/L) rule) for Istanbul (IST/LTFM), Istanbul Sabiha Gokcen (SAW/LTFJ), Istanbul Ataturk (ISL/LTBA), Antalya (AYT/LTAI), Ankara Esenboga (ESB/LTAC), Izmir Adnan Menderes (ADB/LTBJ), Bodrum Milas (BJV/LTFE), Dalaman (DLM/LTBS) airports, due to the ongoing impact of the Coronavirus (COVID-19) pandemic during the entire Summer 2022 season. Carriers should advise the DHMI Slot Coordination Center Head Management of the cancellations due to Coronavirus and return the slots to tr.slot@dhmi.gov.tr in SSIM message format to obtain relief.

CONDITIONS

In order to continue supporting the airline industry due to ongoing COVID-19 pandemic situation, the slot waiver to the whole Northern Summer 2022 (S22) season is published, based on **the Principle of Reciprocity**. In this context, “Use It or Lose It (U/L)” rule will be excluded from application subject to all flights to/from Turkish slot coordinated and facilitated airports, during the entire Summer 2022 season.

In order to maintain sustainability for each industry partner and to discourage intentional non-use of slots, the following conditions shall apply:

- a) Within the scope of ensuring reciprocity, application of exclusion of “Use It or Lose It (U/L)” rule is expected to be implemented by the partner country of the route as well.
- b) Only slots, which were granted historic rights from S21 and were reallocated for S22, shall be granted a waiver from non-use and be eligible to be granted historic rights at the end of S22 season.
- c) Airlines should cancel slots subject to the waiver, which they do not intend to use as soon as is practical and not later than two weeks before the date of operation in order for that slot to be considered as operated. Coordinator shall consider the event that regulation decisions of the governments (excluding the government advisories), such as closure of borders or prevention all but essential travel, prevents a planned flight from operating and shall decide based on a carrier’s justification whether a given cancellation made within this 2-weeks deadline should actually be considered as operated or not.
- d) Slots newly allocated and operated as a series in S22 may be considered for historic status only if they meet the slot utilisation rate requirement stated below for S22 and if their availability was not resulting from cancellations of the air carriers benefiting from the waiver and the carrier concerned has operated its all other series of slots which have historic rights.
- e) Slot utilisation rate requirement for S22 shall be designated as 50% for all carriers.
- f) Slot Waiver shall not apply to series of slots of an airline that permanently ceases operations at the airport.

- g) Slot Waiver shall not apply to any series of slots of a carrier in case of a deliberate misuse of slots.
- h) Series operated as approved on a non-historic basis in S22 will have priority over new demand for the same slot timings in the next equivalent season, subject to capacity availability and any other legal conditions.
- i) For the initial coordination of S23, series operated as stated in the previous paragraph during S21 and S22 will have priority over series operated in such a manner only in S22.