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Airports Slot Waiver for Northern Winter 2021 (NW21) at the Turkish Coordinated & Facilitated Airports

This circular announces waiver of the minimum slot usage requirement (Use It or Lose It (U/L) rule) at 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 Winter 2021 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 use waiver to the whole Northern Winter 2021 (NW21) 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 routes to/from 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, during the entire Winter 2021 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 U/L rule is expected to be implemented by the partner country of the route
- b) Only slots, which were granted historic rights from W20 and were reallocated for W21, shall be granted a waiver from non-use and be eligible to be granted historic rights at the end of W21 season. Slots newly allocated and operated as a series may be considered for historic status only if they meet the 50% usage requirement for W21 and if their availability was not resulting from cancelations of the air carriers benefiting from the waiver and the carrier concerned has operated its other slots which have historic rights.
- 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, 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 cancelation made within this 2-weeks deadline should actually be considered as operated or not.

- d) Slot Waiver shall not apply to series of slots of an airline that permanently ceases operations at the airport.
- e) Series operated as approved on a non-historic basis in W21 will have priority over new demands for the same slot timings in the next equivalent season, subject to capacity availability and any other legal conditions.

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