

ENR 1.9 AIR TRAFFIC SLOT ALLOCATION PROCEDURE TEL-AVIV BEN-GURION AIRPORT

1. Definitions

1.1. *'Slot'*

The time of arrival or departure of an aircraft into, or out of Tel-Aviv/Ben-Gurion airport is defined as the moment of attaching blocks to the aircraft following its landing or removal of such blocks for the purpose of the aircraft's taxi-out for departure.

1.2. *'Allocated Slot'*

A slot allocated to a specific flight, identified by its flight number, in accordance with para. 4 below.

1.3. *'TTM'*

'Time-Table Meeting' - the airlines forum within IATA for the preliminary coordination of time-tables for the winter and summer seasons.

1.4. *'Deviation'*

A deviation from the allocated slot by reference to the Tel-Aviv/Ben-Gurion airport Coordination Centre records for that specific flight.

1.5. *'Scheduled Flight'*

A flight operated by a carrier holding an Airline Operating License issued by the CAA permitting it to offer scheduled flights.

1.6. *'Other Flights'*

Non-scheduled, charter, own-use of private flights.

1.7. *'Operator'*

An owner of an aircraft including aircraft operating under lease, a handling agent of a pilot-in-command.

1.8. *'Summer Season'*

The season of the year starting on the 1st of April or at a near date, as agreed by the TTM for that year, terminating on October 31st afterwards or at a near date, as agreed by the TTM for that year.

1.9. *'Winter Season'*

The season of the year starting on the 1st of November or at a near date, as agreed by the TTM for that year, terminating on March 31st, afterwards or at a near date, as agreed by the TTM for that year.

1.10. *'Calendar Hour'*

The full hour on the hour, for example 12.00, 12.05, 12.10 etc.; at five minutes intervals within the hour.

2. Purpose

The purpose of this procedure is to determine a method for slot allocation, in order to assure an efficient flow of aircraft and passengers through Tel-Aviv/Ben-Gurion airport, at an appropriate service standard and in consideration with air-line requirements.

3. General

3.1. Each commercial flight operating into or out of Tel-Aviv/Ben-Gurion airport, requires the approval of an allocated slot and the aircraft type from the airport's Coordination Centre. In case of international flights, a traffic rights approval from the CAA is mandatory.

3.2. Whenever a slot has been allocated in accordance with para. 4 below, and all permits and approvals have been granted in accordance with para. 3.1 above, the operator has to abide by the allocated slot and all permits and approvals granted.

4. Slot allocation procedure

4.1. Slot requests for scheduled flights extending over entire seasons, or series of another flights within a single season, which have been previously coordinated with the delegated representative at the TTM, shall be forwarded following the seasonal TTM meeting to the Tel-Aviv/Ben-Gurion Coordination Centre for the purpose of slot allocation.

4.2. Requests for additions, changes or cancellations of slot allocation for a certain season, within the season, or for single flights, as well as requests for change of equipment or destination, shall be submitted to the Coordination Centre as soon as possible.

4.3. The Tel-Aviv/Ben-Gurion Coordination Centre, will grant request approval in accordance with the airport capacity criteria and within the order of preference as outlined in paras. 5 and 6 hereafter.

4.4. The Tel-Aviv/Ben-Gurion Coordination Centre will notify in writing the applicant regarding the allocation of requested slot(s).

4.5. In case where it is not possible to allocate a slot as per the applicant's request, the Coordination Centre will notify the applicant accordingly, and propose an alternative slot.

4.6. In case the applicant has rejected all alternative slots proposed to him by the Coordination Centre, he will have the right to appeal before the Tel-Aviv/Ben-Gurion airport manager, whose decision shall be final without option for appealing.

5. Airport capacity

5.1. The airport capacity is determined after consideration has been given to the various infrastructure (runways, aprons, terminal buildings etc.), available ground equipment (apron buses, off/on loading equipment etc.) and available personnel for the handling of the planned level of traffic.

5.2. The maximum capacity of Tel-Aviv/Ben-Gurion airport is determined in terms of number and seating capacity or aircraft per calendar hour, as defined from time to time by the airport manager and published accordingly.

5.3. The existing airport capacity is as detailed in Appendix 'A'.

6. Order of preference

6.1. Slot for seasonal scheduled flights shall have preference over slots for other seasonal flights.

6.2. In case where two requests have been submitted for the same slot by two scheduled flights operators, or two such requests concerning other flights operators, preference shall be given to the operator which has used the same slot during the previous season.

6.3. Requests for the same consecutive slot for several days within a week, shall have preference over requests for single or twice weekly slot(s).

6.4. In case where paras. 6.2/6.3 above are not applicable, the basis for allocation shall be 'first come, first served'.

Requests for whole-seasonal slots, shall have preference over requests for partial seasonal slots, except where adjustments are inevitable due to the instruction and termination of summer time.

6.5. Requests for a series of flights shall have preference over single flight(s).

6.6. In case a slot has been allocated, and the applicant has been notified in accordance with para. 4.4 above, it shall not be canceled, unless the applicant has given his consent to do so.

7. Exceptions

7.1. An operator which has violated his allocated slot five times, each violation beyond 15 minutes of his allocated slot time, within 10 consecutive flights, may be subjected to warning in writing by the airport manager to avoid future violations.

7.2. In case the airport manager has warned in writing an operator, as defined in para. 7.1 above, and the operator has violated the allocated slot twice within ten consecutive flights in addition to those referred to in para. 7.1 above, he may be subjected to cancellation of the allocated slot by the airport manager, following notification in writing to the operation and the Coordination Centre, at least 14 days in advance.

7.3. In case the airport manager has acted as such:

The allocated slot(s) shall be canceled on the day notified by the airport manager, as detailed in para. 7.2 above, and the operator will not be able to act upon it.

The operator shall re-apply to the Tel-Aviv/Ben-Gurion Coordination Centre, for the purpose of accepting a new slot, as detailed in para. 4 above.

7.4. An operator which has been notified by the airport manager of his slot cancellation as in para. 7.2 above, will have the right to appeal before the Director General of the IAA not later than four days from the day the airport manager had notified him about the slot cancellation. The decision taken by the Director General shall be final.

APPENDIX 'A' - AIRPORT CAPACITY CRITERIA

- 1) The current capacity criteria of Tel-Aviv/Ben-Gurion airport, is calculated on the basis of the number of aircraft movements per calendar hour, and the aircraft seating capacity in respect to the carriage of passengers at that time.
- 2) The aircraft seating capacity in respect to the carriage of passengers, is defined as follows:
 - (a) 1 - 140 1 point
 - (b) 141 - 200 2 points
 - (c) 201 - 280 3 points
 - (d) 281 - 400 4 points
 - (e) 401 seats and up 5 points

The airport capacity per calendar hour shall not exceed each of the following parameters:

- (a) 1 - 30 points per hour
- (b) 1 - 13 aircraft movements per hour
- (c) 1 - 21 points per hour in each direction (incoming & outgoing flight)
- (d) 1 - 54 points per three hours between 0600-2100 LT in each direction (incoming & outgoing flight)