

Agenda item 9 - Approval of Resolution ensuring that airport slot allocation policies support the recovery of air transport.

The Resolutions were approved by the World Governing Board when it held its virtual meeting on 5 November 2020. They are presented to the Assembly for approval.

Action by the General Assembly

The General Assembly is invited to approve the four Resolutions, as follows:

RESOLUTION No. 4

The Thirtieth ACI World Annual General Assembly:

Whereas airport connectivity is essential for the recovery of air transport, and is a fundamental driving force of the modern global economy;

Whereas historically more than 200 airports worldwide have declared insufficient capacity to meet airlines' demand for flights, especially at peak times;

Whereas more airports may be subject to capacity reduction in the recovery phase of the COVID-19 pandemic because of government regulations, physical infrastructure limitations, or commercial considerations;

Whereas slot allocation policies ensure the most efficient declaration, allocation, and use of available airport capacity, and manage airlines' requests for slots in an orderly manner;

Noting that the First Edition of the *Worldwide Airport Slot Guidelines* (WASG) was jointly published by ACI World, the International Air Transport Association, and the Worldwide Airport Slot Coordinators Group (WWACG) on 1 June 2020;

Welcoming that the prime objective of airport slot coordination is to optimize benefits to consumers;

Acknowledging that the airport community, as well as its airline and slot coordinator partners, are fully committed to continuously improving the global slot process in the WASG; and

Recognizing that aviation oversight authorities worldwide must consider the needs of travelers and of the aviation ecosystem when implementing slot allocation policies,

The General Assembly resolves to:

- a) Urge airport operators, airlines and slot coordinators to working together and to intensify their collaboration in setting and maintaining a harmonized slot allocation process through the continuous improvement of the WASG;
- b) Call upon aviation oversight authorities to recognise the WASG when designing, implementing and evaluating slot allocation policies;
- c) Urge capacity-constrained airport operators to declare the most efficient level of capacity, and to urge airlines to use available capacity to avoid wasting scarce airport capacity; and
- d) Promote an evidence-based and data-driven approach to determine slot policies that support the recovery of air traffic.

END