



RECOMMENDED PRACTICE

Use of Schedule Discrepancies Data by Coordinators

Version 5 – 10 September 2005

1. Explanation

The EUACA has developed a Combined Database to allow schedule data from different Coordinators' databases to be compared and a "discrepancies" report produced where different information is held for the same flight at the two ends of the route.

The discrepancies report is accessible via the Members Area of EUACA web site for those Coordinators who submit their schedules to the Combined Database.

Slots are not route specific so the interpretation and use of the "discrepancy" data requires sensitive handling by Coordinators as there are many legitimate reasons why the data held in two databases may differ. Schedules are also highly dynamic and likely to change.

2. References

The exchange of schedule data between Coordinators to detect inconsistencies is mandatory in the Regulation in Article 4.7.

Sections 6.10.6 and 6.10.7 of the Worldwide Scheduling Guidelines identify some potential abuses of the slots that may be more easily identified by using the Schedule Discrepancies data.

This recommended practice has been discussed and agreed with representatives of the airline industry.

3. Rationale/Description

- a) Two Coordinators can compare data with each other at any time after the Schedules Conference, but **no contact** will be made with airlines regarding discrepancies until after the slot return deadlines to avoid unnecessary requests to airlines for justification of discrepancies. Coordinators should be aware that schedules may change right up to the end of the season.
- b) After the slot return deadline when Coordinators identify discrepancies they can initiate a dialogue with the airline involved in order to understand the problem.
- c) Where serious problems are identified affecting capacity at coordinated airports, the Coordinator and the airlines will work together to find a solution. Airlines will be expected to cooperate with the Coordinator in this process.
- d) Coordinators will use their experience and expertise to decide which discrepancies should be followed up with the airlines.

- e) For flights between two coordinated airports the Coordinators will initially decide between themselves, after discussion of the problem and consideration of what flexibility each may have, which Coordinator should follow up the problem with the airline concerned.
- f) If no solution to the problem can be found then, at a coordinated airport, the Coordinator will act to prevent slot abuse in accordance with the Regulation. In order to resolve the problem the Coordinator may seek advice from the airport, the Coordination Committee, the Slot Performance Committee or any other appropriate body.

4. Status

Agreed at EUACA/36 September 2005

5. Exceptions

In the following countries the Coordinator or Schedules Facilitator may act differently from the method described above: