



RECOMMENDED PRACTICE

Adjustments for Varying Season Lengths

Version 4 – 12 March 2005

1. Explanation

Reference is very often made in our industry to “Scheduling Seasons”. In particular, the industry refers to the “Northern Summer Scheduling Season”, which commences on the date of DST introduction in European countries in March; the Northern Winter Scheduling Season commences on the last Sunday in October. In this context, the term “equivalent seasons“ would make reference to two (or more) Northern Summer or Winter Scheduling Seasons.

The length of a season may vary because of the date on which the clock change falls.

For calendar reasons, when seasons become longer an extra week appears at the end of the season, and when they become shorter a week is lost at the beginning of the season.

2. References

The IATA Worldwide Scheduling Guidelines – Section 8 – Definition of Scheduling Season

The Regulation Definition of Scheduling Period - Article 2 (d)

3. Rationale/Description

Changes to the length of the season are relevant for obtaining historical priorities and keeping the number of slots ...”operated as cleared by the coordinator...” (Article 10.2 of the Regulation) at or above 80% during one season.

Changes to the length of the season are important for administrative reasons. For instance, airports may have night flying or other administrative restrictions that are built upon certain movement quota for a season, and, consequently, are affected by changes in the season length.

The season length is also relevant for making comparisons of various kinds. Numerous statistical tasks are based on comparisons between seasons, e.g. the “coordinator’s comparisons”, requested by IATA at the end of the Schedules Conference. Variable season lengths then have to be taken into consideration.

This raises four issues where some standardisation between Coordinators and Schedules Facilitators would benefit the industry.

a) **Determination of historic status between equivalent seasons of different lengths.**

Historic precedence is determined in relation to the dates of the new season.

Series of slots with start and/or end dates at the beginning or end of the season should be adjusted to the new season boundaries.

When the number of weeks in a season changes, series of slots with start and/or end dates at the beginning or end of the season should be adjusted to the new season boundaries.

For series of slots operating on less than the full season the start and end dates of the series are adjusted to the nearest equivalent dates on the same day of the week in the next equivalent season. For calendar reasons, this will be one day earlier (two days earlier following a leap year). For example, a Summer 2004 Day 4 series 03JUN-30SEP becomes 02JUN-29SEP in Summer 2005.

b) Determination of quotas allocated to air carriers for seasons of varying lengths.

Other capacity limits e.g. movement/night quotas, etc, should be reduced or extended pro-rata for the number of weeks in the season if this is feasible (depends on the type of constraint).

For example, if the night movement quota for airline X is 630 per season (3 per night for a 30 week season, its share of the quota should be increased to 651 for a 31 week season).

c) Production of comparative data/statistics for seasons of different lengths.

Production of comparative statistics/data for two equivalent seasons is only meaningful if data for the same period lengths is used.

In order to standardise data between EUACA Members, the following process is recommended.

When comparing the current season with the previous equivalent season, the current season data should be presented as it is and the previous equivalent season's data should be adjusted to a comparable length.

When presenting data for a number of seasons (e.g. 10 years) all seasons should be adjusted where necessary to the most common standard (30 week summer season and 22 week winter season)

d) Shorten of a series of slots resulting in loss of historic precedence

When a series of slots becomes shortened to less than five services as a result of the change to the length of the season then the Coordinator or Schedules Facilitator should agree with the airline concerned whether the series will maintain historic precedence if it is restored to its original length in the next equivalent season.

In general the way that the coordinator processes the difference in season lengths in their system should not be to the disadvantage of any airline and result in the loss of historic precedence.

4. Status

Agreed at EUACA/35 March 2005

5. Exceptions

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



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Leap Year		Yes				Yes				Yes				Yes				Yes
Season of Easter	S	S	W/S	S	S	S	S	W/S	S	S	S	S	S	W	S	S	S	S
Start of Summer	26-Mar	31-Mar	30-Mar	29-Mar	28-Mar	26-Mar	25-Mar	31-Mar	30-Mar	28-Mar	27-Mar	26-Mar	25-Mar	30-Mar	29-Mar	28-Mar	27-Mar	25-Mar
Start of Winter	29-Oct	27-Oct	26-Oct	25-Oct	31-Oct	29-Oct	28-Oct	27-Oct	26-Oct	31-Oct	30-Oct	29-Oct	28-Oct	26-Oct	25-Oct	31-Oct	30-Oct	28-Oct
Summer - weeks in season	31	30	30	30	31	31	31	30	30	31	31	31	31	30	30	31	31	31
Winter - weeks in season	22	22	22	22	21	21	22	22	22	21	21	21	22	22	22	21	21	22
Summer+Winter weeks	53	52	52	52	52	52	53	52	52	52	52	52	53	52	52	52	52	53

Assumptions

Summer clock change is on last Sunday in March

Winter clock change is on last Sunday in October