

**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