

Taiwan Taoyuan International Airport

Slot Performance Monitoring Regulations

Promulgated on November 14, 2007

Revised on November 28, 2014

1. The slot performance monitoring regulations are enacted according to IATA recommended practices specified in the Worldwide Slot Guidelines (WSG), as well as the conclusions from the meeting of CAA Supervisory Committee for International Airport Slots Coordination. Its purpose is to avoid slot resources being wasted and misused **by slot holders**.
2. Taiwan Taoyuan International Airport (hereafter as "TPE") shall provide the coordinator with arrival and departure slot data on a monthly basis, from which the coordinator will determine the percentage of slot usage. Should the non-utilization of a series of slots be more than 20%, the coordinator will send an incompliance report to the operator for confirmation.
The above mentioned non-utilization refers to cancelled flights, unused slots and/or misused slots.
The above mentioned "unused slots" refers to slots that have not been returned two months in advance (**e.g. July unused slots should be returned at the latest by end of April**); "misused slots" refers to flight schedules sent to TPE one day prior operation that have a difference of more than 30 minutes from the allocated slots.
3. Upon receipt of the incompliance report, the operator shall **verify and respond** within two weeks, and discrepancies in the report are to be thoroughly communicated by both parties.
If the non-utilization is due to unforeseeable and unavoidable causes outside the operator's control, the operator has to provide an explanation. It is recommended that such flight reschedules are filed as soon as possible in order for the coordinator to take note.
No response from the operator by the above mentioned deadline shall be regarded as no objection to the incompliance report.
4. The series of slots held by the operator on the Historics Baseline Date set out by IATA will be the denominator, while the non-utilized slots will be the numerator, and any series of slots with over 20% non-utilization will not be eligible for historic

precedence. When distributing Slot Historic List (SHL), the coordinator shall indicate which series of slots has lost its historic precedence. The operator is obliged to settle discrepancies to the determination of historic slots with the coordinator no later than the deadline specified by IATA.

5. In case of dispute to coordinator decisions relating to clauses 2 to 4 above, the operator can file an appeal against the decision to CAA. If deemed necessary, CAA may take such appeal to the CAA Supervisory Committee for International Airport Slots for resolution. The same right applies to the coordinator.