

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

**AGENDA ITEM 6: ECONOMIC DEVELOPMENT OF
AIR TRANSPORT**

**AMENDMENTS TO THE CAAT SLOT ALLOCATION RULES
AND SLOT MISUSE ENFORCEMENT**

(Presented by Thailand)

INFORMATION PAPER

SUMMARY

Thailand has amended its CAAT regulations to clarify the definition of misuse of allocated slots, stating that slots in use differ significantly from those allocated and that patterns of use can indicate whether the misuse is intentional. The CAAT has developed guidelines to establish procedures for handling cases of slot misuse prior implementing any action on Misuse of Slots.

AMENDMENTS TO THE CAAT SLOT ALLOCATION RULES AND SLOT MISUSE ENFORCEMENT

1. INTRODUCTION

1.1 By virtue of Section 15/10 (4) of the Air Navigation Act B.E. 2497 (1954) amended by Air Navigation Act (No.14) B.E. 2562 (2019), the Director General stipulates the Rules of the Civil Aviation Authority of Thailand (CAAT) on Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft B.E. 2562 (2019) which adopted the Worldwide Airport Slot Guideline (WASG) and came into force from the 1st of January B.E. 2563 (2020). The amendments to Rules, by amending the Rules on the Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft (No. 2) B.E. 2568 (2025) aim to amend Part 12: Slot Performance Monitoring Article 73 to revise the word “or” to “and” to clarify and encompass the interpretation of Slot Misuse. Therefore, the actions determined whether any actions considered as misuse of allocated slot must involve intention and repeated actions.

1.2 This amendment can be used to establish the Manual of guidelines and procedures for handling cases of slot misuse (under Article 74). These guidelines set out how the Regulations will be applied by the coordinator in a way of transparent and aligned with the international standard procedures.

2. DISCUSSION

2.1 The objective of Slot Monitoring is to ensure that flight operations at Level 3 airports are conducted in accordance with the allocated airport slots. It aims to prevent the waste of limited airport capacity, facilitate the smooth and efficient operation of the airport for the benefit of all stakeholders, the airline or aircraft operator improve the slot adherence and prevent the misuse of allocated slots which is causing prejudice to airport or air traffic operations. Through effective Slot Monitoring, airport capacity can be utilized efficiently while maintaining a fair, transparent, and orderly slot allocation system in accordance with the principles of the Worldwide Airport Slot Guidelines (WASG).

2.2 The Criteria for Slot Allocation for Airport Arrival and Departure of Aircraft B.E. 2562 (2019) has not yet established sufficiently clear criteria or operational procedures for Slot Monitoring to determine when operations conducted an operation that do not adherence to allocated slots at a significantly different time from the allocated slot, or in a significantly different way from that indicated at the time of slot allocation, constitute airport slot misuse. No objective criteria have been established to define the circumstances under which such operations should be considered to have occurred "repeatedly" or to be "significantly different" for enforcement purposes. Consequently, the measure to deny historic precedence has not yet been implemented for the operations found to have committed airport slot misuse by operating repeatedly at a significantly different time from the allocated slot, or in a significantly different way from that indicated at the time of slot allocation.

2.3 CAAT has developed this Operational Manual to establish clear operational procedures for monitoring the operations of airlines and aircraft operators in cases where airport slot misuse is identified, and if the airline-coordinator dialogue process is unsuccessful, enforcement action shall be considered for intentional and repeated slot misuse.

2.4 The Manual sets out the operational procedures for Slot Monitoring and the handling of airport slot misuse. It also covers other forms of slot misuse, including operations without a slot; holding slots with no intention to operate, transfer, swap, or use in a shared operation; and application for slot allocation for an operation other than that indicated, with the intention of gaining improved priority.

2.5 To emphasize that, before any case is identified as potential airport slot misuse, a constructive dialogue between the coordinator and the airline or aircraft operator should be undertaken. The airline or aircraft operator should be given a reasonable opportunity to explain the circumstances and to implement corrective actions to rectify any proven misuse before disciplinary measures are considered.

2.6 The Manual is intended to ensure that enforcement actions are applied in a fair, transparent, objective, and consistent manner, while aligning the Airport Slot Coordinator's monitoring and enforcement practices with the internationally recognized principles and guidance set out in the Worldwide Airport Slot Guidelines (WASG).

2.7 The proposed Operational Manual therefore provides a clear and transparent framework for Slot Monitoring and the management of airport slot misuse. It establishes objective operational procedures that promote consistent implementation, enhance compliance with allocated airport slots, and support the efficient utilization of airport capacity while safeguarding the principles of fairness, transparency, and non-discrimination in accordance with the WASG.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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