



## AUTOMATIC UPDATE OF INFORMATION ON JOINT OPERATIONS

### - PROCEDURE -

#### BACKGROUND

Over the last few years, the volume of information regarding joint operations (typically code-shared and franchised flights) has grown significantly as commercial agreements between airlines have become natural.

The slot coordination system (GESLOT), used by the Aena Slot Coordination Office, has been designed to include these data and to provide airports with such information, feeding directly the operational system of each airport to make it available to passengers on the terminal's Flight Information Display Systems.

Aimed at improving the efficiency of the process and seeking for the optimization of available resources, a new feature has been created for the automatic upload and update of these data into GESLOT, as long as airlines actively collaborate by sending files under a very specific format readable by the new application.

As no international scheme or pattern has been yet developed to supply this type of information between airlines and airports<sup>1</sup>, the one detailed within this document is tailored as close as possible to existing SSIM-Chapter 6 format, used worldwide by airlines in the slot coordination process.

#### RATIONALE/DESCRIPTION

##### File Format

For the application of this automatic process, information on joint operations must be sent in a csv format file.

The structure for each single flight record within the csv file will be as follows (please be reminded that in order to separate each piece of information, or fields, the use of semicolon is required):

Action;Season;Airport;A/D;Primary Carrier Code;Primary Carrier Flight Number;From;To;Days;Secondary Carrier Code;Secondary Carrier Flight Number;O/D;Operating Carrier;Type of Joint Operation

**Action:** Two possible values ('D' or 'N'), depending on whether the information on an existing joint operation needs to be deleted from the system ('D') or the information on a new joint operation needs to be added ('N').

**Season:** Using SSIM format, the winter or summer season the joint operation will apply

**Airport:** IATA airport code the joint operation will apply at

**A/D:** 'A' stands for 'Arrival' whereas 'D' stands for 'Departure'

**Primary Carrier Code:** Slot coordination code of the airline holding the slot for the joint operation

**Primary Carrier Flight Number:** Flight Number of the Primary Carrier flight

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<sup>1</sup> Currently, airlines and their ground handling service providers have one scheme for the exchange of this type of data, but it does not include all the information that is needed for the purposes hereby detailed.



**From:** Using SSIM format, date of the beginning of the joint operation

**To:** Using SSIM format, date of the end of the joint operation

**Days:** Using SSIM format, days of the week for the joint operation

**Secondary Carrier Code:** Slot coordination code of the airline being part of the joint operation

**Secondary Carrier Flight Number:** Flight Number of the Secondary Carrier flight

**O/D:** Origin (for Arrivals) or Destination (for Departures) of the Secondary Carrier flight

**Operating Carrier:** Airline requesting the Flight Plan and therefore being the operator in the joint operation

**Type of Joint Operation:** This field must be filled in only when the Secondary Carrier is the Operating Carrier (otherwise, the field must be 'void'). In this case, two possible values ('P' or 'T') can be used, as follows:

- 'P': this value must be used for joint operations where the Secondary Carrier is the Operating Carrier and where both flights (Primary and Secondary Flights) must be shown in the Flight Information Display System of the airport (e.g. code-sharing agreement).
- 'T': this value must be used for joint operations where the Secondary Carrier is the Operating Carrier but where only the Primary Flight has to be shown in the Flight Information Display System of the airport (e.g. franchise agreement).

Whenever several joint operations are associated to the same flight (i.e. one single Primary Carrier though several Secondary Carriers for the same operation), different records linking each Primary-Secondary couples will be required.

## Error Handling

Aena will automatically acknowledge the reception of the files sent by the airlines and, if necessary, will inform about errors detected while processing the information and according to the slots scheduled and related to the joint operations included in the file.

A list with all the different errors that might eventually arise is shown below:

**INVALID ACTION:** if a letter different from 'D' or 'N' is used

**INVALID SEASON:** if the format is not correct under SSIM rules or the season is not applicable

**INVALID AIRPORT:** if the format is not correct under SSIM rules or the airport is not applicable

**INVALID ARR-DEP CODE:** if a letter different from 'A' or 'D' is used

**INVALID PRIMARY CARRIER:** if the Primary Carrier code is not under use in slot coordination

**INVALID FLIGHT NUMBER ON PRIMARY CARRIER:** if the format is not correct under SSIM rules

**INVALID DATE FROM:** if the format is not correct under SSIM rules or if FROM is not a date within the season

**INVALID DATE TO:** if the format is not correct under SSIM rules or if TO is not a date within the season

**CHECK FROM/TO DATES:** if TO is prior to FROM

**RECORD CANNOT BE UPDATED ON PAST DATES:** if dates from/to refer to past dates

**INVALID DAYS OF OPERATION:** if the format is not correct under SSIM rules

**INVALID SECONDARY CARRIER:** if the Secondary Carrier code is not under use in slot coordination

**INVALID FLIGHT NUMBER ON SECONDARY CARRIER:** if the format is not correct under SSIM rules

**INVALID ORIGIN/DESTINATION AIRPORT CODE:** if the format is not correct under SSIM rules or is not in the slot coordination database

**INVALID OPERATING CARRIER:** if the Operating Carrier code is not under use in slot coordination or does not match with the Primary Carrier code or the Secondary Carrier code (whenever necessary)

**PRIMARY FLIGHT HAS NO SLOT ALLOCATED FOR A SIGNIFICANT PART OF THE PERIOD:** if Primary Flight has no slots allocated for a significant part of the period

**PRIMARY FLIGHT ALREADY EXISTS ASSOCIATED TO AN OPERATING CARRIER FOR THE PERIOD:** if Primary Flight has been already associated to a different Operating Carrier during the period



**PRIMARY FLIGHT DOES NOT EXIST ASSOCIATED TO THE OPERATING CARRIER FOR A SIGNIFICANT PART OF THE PERIOD:** if Operating Carrier has not been associated yet as a Secondary Carrier to that particular Primary Flight for a significant part of the period

**SECONDARY FLIGHT HAS SLOTS ALLOCATED FOR THE PERIOD:** if Secondary Carrier has been allocated slots for that flight during the period

**SECONDARY FLIGHT ALREADY EXISTS ASSOCIATED TO A PRIMARY FLIGHT FOR THE PERIOD:** if Secondary Flight has been already associated to another Primary Flight during the period

**OPERATING CARRIER MUST BE THE SAME AS PRIMARY CARRIER FOR THIS TYPE OF JOINT OPERATION:** if Operating Carrier is not the same as the Primary Carrier and the value for the Type of Joint Operation is 'A' or 'F'

**OPERATING CARRIER MUST BE DIFFERENT FROM PRIMARY CARRIER FOR THIS TYPE OF JOINT OPERATION:** if Operating Carrier is the same as the Primary Carrier and the value for the Type of Joint Operation is 'P' or 'T'

**OPERATING CARRIER MUST BE THE SAME AS SECONDARY CARRIER FOR THIS TYPE OF JOINT OPERATION:** if Operating Carrier is not the same as the Secondary Carrier and the value for the Type of Joint Operation is 'P' or 'T'

**AUTOMATIC UPDATING PROCESS PROHIBITED FOR THIS TYPE OF JOINT OPERATION PROHIBITED FOR THAT USER. PLEASE CONTACT AENA SLOT COORDINATION OFFICE:** if user has not been authorized to update that type of joint operation through this automatic process

**AUTOMATIC UPDATING PROCESS PROHIBITED FOR THIS TYPE OF ACTION:** if user has not been authorized to add new joint operations or delete existing ones through this automatic process

**AUTOMATIC UPDATING PROCESS PROHIBITED FOR THIS CARRIER PROHIBITED FOR THAT USER:** if user has not been authorized to make changes on the carrier's data through this automatic process

**ORIGIN/DESTINATION DOES NOT MATCH THE AUTHORISED ONE FOR A SIGNIFICANT PART OF THE PERIOD:** if origin/destination does not match with that in the allocated slot for a significant part of the period (this only applies whenever Primary Carrier and Secondary Carrier are different)

**ORIGIN/DESTINATION ON PRIMARY AND SECONDARY FLIGHTS ARE THE SAME FOR A SIGNIFICANT PART OF THE PERIOD:** if origin/destination matches that in the allocated slot for a significant part of the period (this only applies whenever Primary Carrier and Secondary Carrier are the same)

**PROCESS FAILED. SYSTEM NOT AVAILABLE. PLEASE TRY AGAIN LATER:** if Aena's network is not accessible and process cannot work properly.

### Connectivity to Aena's network

- ✓ How to request a User ID

Prior to connect to Aena's network, airlines must apply for a User ID to be granted access to Aena's *ftp* server.

User ID requests must be sent to [slot.coord@aena.es](mailto:slot.coord@aena.es). The application must include the e-mail address of the airline where the outcome of the automatic file processing must be sent back to (acknowledges and results).

Once the application has been managed internally by Aena, the airline will receive back the User ID, the password and the appropriate data to connect to Aena's *ftp* server.

- ✓ How to make the connection to Aena's network

Connection for sending the data file must be made via *ftp* to <ftp.aena.es> providing the authorized User ID and password.

Data files must be uploaded in the directory shown under the name 'joint'.

## **SCOPE OF APPLICATION**

This procedure applies to all Aena airports in Spain.

The application of this procedure means the automatic update of joint operations by the airlines at each airport. Notwithstanding, the airport (for 'A' and 'F' values) or this Aena Slot Coordination Office (for 'P' and 'T' values) may exempt airlines from the obligation to comply with this procedure under justified circumstances (e.g. small amount of flights to update, connectivity issues, etc.)