

RECOMMENDATION ON THE APPLICATION OF JNUS WITH REGARD TO THE MIDDLE-EAST CRISIS / IRAN WAR

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The current major crisis situation in the Middle-East strongly impacts on aviation and leads to numerous flight cancellations. Some of the most impacted airports are: AMM, AUH, BAH, BEY, DAM, DOH, DWC, DXB, IKA, KWI, RUH, SHJ, THR, TLV.

EUACA, therefore, recommends the following approach with regard to Justified-Non-Utilisation-of-Slots (JNUS) pursuant to Art. 10 para. 4 a) – d) Slot Regulation:

- **For Winter Season 2025/26 (W25):** JNUS should be granted until the **end of the season** (28 March)
- **For Summer Season 2026 (S26):** JNUS should be granted on a **6-week rolling basis**.

For both seasons EUACA considers that JNUS should apply to the following cases/categories:

- Airports which are directly impacted, i.e. are closed and/or the respective airspace is closed (Art. 10 para. 4 (a) 2nd dash Slot Regulation).
- The same should apply to airports which temporarily reopened (e.g. for evacuation flights) or that are open (or open again) but with very limited operations.
- Airports which, although being open, are located in countries/regions where military action is taking place and for which an EASA Conflict Zone Information Bulletin (CZIB) exists “to not operate within the affected airspace” (see: <https://www.easa.europa.eu/en/domains/air-operations/czibs>).

For *indirect* routes affected by longer block times as to avoid overflying the region or being forced to overfly the region due to airspace closures flexibility for non-historic retimings is recommended.

Other cases:

- where the airspace (and airport) is currently open, but aviation security might at least occasionally be impacted by the war, a case-by-case evaluation should be made – also based on information received from airlines – whether there has been any “action intended to affect these services (...)” within the meaning of Art. 10 para. 4 (b) Slot Regulation. Depending on the circumstances, events at such airports (like individual drone events) may also be considered as “serious disturbance of operations at the airports concerned”. In such case it has to be taken into account that the disturbance has to occur “during a substantial part of the relevant scheduling period” (Art. 10 para. 4 (a) 3rd dash Slot Regulation).
- Based on a case-by-case evaluation a shortage of aviation fuel should be accepted as ground for JNUS if the flight cancellation is a direct result of the shortage and if sufficient evidence is provided by the air carrier (e.g. document by public authorities/regulators, airport or fuel supplier). Alleviation should be granted for the period that the requirement to reduce operations (due to aviation fuel shortage) remains in place plus a six-week recovery period for a resumption of services. Depending on the circumstances, cases of aviation fuel shortage can be seen to fall under Art. 10 para. 4 (a) 2nd dash (partial *closure of an airport*) or Art. 10 para. 4 (a) 3rd dash Slot Regulation (*serious disturbance of operations*).
- A rise in aviation fuel prices cannot be considered as a reason for JNUS.

The same applies to other consequences of the conflict, which are not covered by the Slot Regulation such as a decline in demand, although detrimental to airlines.