WWACG
WORLDWIDE AIRPORT COORDINATORS GROUP

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

(status 2 April 2026)

The massive military action in the Middle East, which began on 28 February 2026, is leading to numerous flight cancellations in the region.

Some of the most impacted airports are: AMM, AUH, BAH, BEY, DAM, DOH, DWC, DXB, IKA, KWI, RUH, SHJ, THR, TLV.

WWACG, therefore, recommends the following approach with regard to Justified-Non-Utilization-of-Slots (JNUS) pursuant to 8.8. Worldwide Airport Slot Guidelines (WASG):

- **For Northern Winter Season 2025/26 (NW25)** JNUS should be granted from the beginning of the military action (28 February 2026) until the **end of the season** (28 March 2026).

- **For Northern Summer Season 2026 (NS26)** JNUS should be granted on a **6-week rolling basis**.

For both seasons it is recommended to apply JNUS to the following cases/categories:

- Airports which are directly impacted, i.e. are closed and/or the respective airspace is closed (8.8.1 a) - "*closure of an airport or airspace*").
- 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. This includes the case that authorities instruct airlines to reduce flight operations.
- Airports which, although being open, are located in countries/regions where military action is taking place and for which an official recommendation not to operate within the respective airspace exists (issued by the responsible authorities).

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. Depending on the circumstances, serious disturbances at such airports or in the respective airspace (like

individual drone events) may also justify the application of JNUS under 8.8.1 a) WASG) or 8.8.1 b) WASG).

The same applies for cases of a fuel system malfunction due to fuel shortage resulting from the military conflict, which should be evaluated on a case-by-case basis.

Other, non-operational, consequences of the conflict, which are not covered by 8.8. WASG such as a decline in demand and a rise in kerosene prices, although detrimental to airlines, do not constitute grounds for JNUS.