

Appendices – agreed 24 November 2015

- 1 Runway Scheduling Limits
- 2 Additional Runway Scheduling Constraints

Appendix 1
Runway Scheduling Limits Summer 2016

Arrivals Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
Summer 2015	39	39	37	40	40	42	42	42	41	42	41	45	44	43	38	44	22	40.1	681
Capacity change				+2		-2				+1	+2	-2			+1	-2			
Pre SAL capacity change				+1	-1					-1	+1				+1				
Post IATA capacity change				+1		-1						-1	+1						
Summer 2016	39	39	37	44	39	39	42	42	41	42	44	42	45	43	40	42	22	40.1	682

Departures Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
Summer 2015	24	47	43	44	42	42	41	44	45	44	43	44	43	43	43	35	30	41.0	697
Capacity change		-1	-1	+1	+1	+1			-1	+1		-1		+1	-1	+1	-1		
Pre SAL capacity change						-1	+1				+1		-1	+1	+2	-2	+1		
Post IATA capacity change	+1	-1												+1		-1			
Summer 2016	25	45	42	45	43	42	42	44	44	45	44	43	42	46	44	33	30	41.1	699

Air Transport Movement Cap

Weekly Planning Limit: 9,620.

(agreed 24 November 2015)

Appendix 2

Additional Runway Scheduling Constraints Summer 2016

Arrivals

- 1 Within each hour, and having regard to historic rights, no more than 5 arrivals should be scheduled in each 5 minute period in the hour.
- 2 The schedule, having regard to historic rights, will be co-ordinated to a 20 minute slot constraint, offset by 10 minutes. No more than 15 arrivals should be scheduled in each 20 minute period.
- 3 Only Airlines with Night Quota are allowed to schedule arrivals at 0510 or 0515.

Departures

- 1 Within each hour, and having regard to historic rights, no more than 5 departures should be scheduled in each 5 minute period in the hour.
- 2 The schedule, having regard to historic rights, will be co-ordinated to a 20 minute slot constraint, offset by 10 minutes. No more than 16 departures should be scheduled in each 20 minute period.
- 3 Each hour, and having regard to historic rights, will be coordinated to an offset rolling hour. The hour is offset by 10 minutes and rolls through the hour every 20 minutes. No more than 45 departures will be scheduled in any rolling hour between 0500 and 2155 (UTC), except between 1550-1805 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0500 - 1545	1550 - 1805	1810 - 2155
Capacity	45	46	45

Arrivals and Departures

- 1 Ad Hoc slots will be unavailable between 0430 and 0800 (UTC).
- 2 A reduced ad-hoc capacity will be declared in all hours both for arrivals and departures following the hand-back deadline on 31 January 2016. Before ad-hoc slots can be allocated in any hour the declared capacity will reduce by two arrivals and two departures. Therefore in any hour to re-allocate slots there must be a minimum of 3 cancellations for 1 ad-hoc and 4 cancellations for 2 ad-hoc flights.

Arrivals	Hour (UTC)																
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Summer 2016 Capacity	39	39	37	44	39	39	42	42	41	42	44	42	45	43	40	42	22
Reduced Capacity at the hand-back deadline				-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2016 Capacity for ad hoc recycling	0	0	0	42	37	37	40	40	39	40	42	40	43	41	38	40	20

Departures	Hour (UTC)																
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Summer 2016 Capacity	25	45	42	45	43	42	42	44	44	45	44	43	42	46	44	33	30
Reduced Capacity at the hand-back deadline				-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2016 Capacity for ad hoc recycling	0	0	0	43	41	40	40	42	42	43	42	41	40	44	42	31	28

- 3 Ad-Hoc slot allocation will be suspended when weather conditions deteriorate. (Exceptions contained in ANNEX 3 of Local Rule 2 will be allowed to operate during the suspension.)