

## **Appendices**

- 1 Runway Scheduling Limits
- 2 Additional Runway Scheduling Constraints

Appendix 1

Post-Coordination Runway Scheduling Limits Winter 2014

Arrivals																			
Hour (UTC)	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
Winter 2013	36	36	34	42	39	36	43	40	43	43	44	40	40	39	38	41	22	38.6	656
Capacity change				2	-2	3	-2	1	-1	1	-2	2	-1	2	-2		-1		
Winter 2014	36	36	34	44	37	39	41	41	42	44	42	42	39	41	36	41	21	38.6	656

Departures																			
Hour (UTC)	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
Winter 2013	28	42	42	43	43	41	44	42	42	41	44	44	43	43	38	36	22	39.9	678
Capacity change								1	1			1	1	-2	2	-3	-1		
Winter 2014	28	42	42	43	43	41	44	43	43	41	44	45	44	41	40	33	21	39.9	678

**Air Transport Movement Cap**  
**Weekly Planning Limit: 9,262**

## Appendix 2

### Additional Runway Scheduling Constraints Winter 2014

#### Arrivals

- 1 Within each hour, and having regard to historic rights, no more than 8 arrivals should be scheduled in each 10 minute period in the hour; the first 10 minute period to commence at five past the hour.
- 2 During the period 0605 to 0830 (UTC), and having regard to historic rights, no more than 7 arrivals should be scheduled in each 10 minute period.

#### Departures

- 1 Within each hour, and having regard to historic rights, no more than 8 departures should be scheduled in each 10 minute period in the hour; the first 10 minute period to commence at five past the hour.
- 2 Each hour and having regard to historic rights will be coordinated to an offset rolling hour. The hour is offset by 5 minutes and rolls through the hour every 10 minutes. No more than 45 departures will be scheduled in any rolling hour between 0600 and 2255 (UTC), except between 1545-1800 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0600-1540	1545-1800	1805-2255
Capacity	45	46	45

## Arrivals and Departures

- 1 Ad Hoc slots will be unavailable between 0430 - 0800 (UTC). The period from 26 October to 2 November 2014 inclusive will be exempted from the zero availability due to airline schedule adjustments related to the season boundary.
- 2 A reduced ad-hoc capacity will be declared in all hours both for arrivals and departures following the hand-back deadline on 31 August 2014. 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)																
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Winter 2014 Capacity	36	36	34	44	37	39	41	41	42	44	42	42	39	41	36	41	21
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2014 Capacity for ad hoc recycling	0	0	32	42	35	37	39	39	40	42	40	40	37	39	34	39	19

Departures	Hour (UTC)																
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Winter 2014 Capacity	28	42	42	43	43	41	44	43	43	41	44	45	44	41	40	33	21
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2014 Capacity for ad hoc recycling	0	0	40	41	41	39	42	41	41	39	42	43	42	39	38	31	19

- 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.)