

Appendices

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Appendix 1

Runway Scheduling Limits Winter 2015

Arrivals																			
Hour (UTC)	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
Winter 2014	36	36	34	44	37	39	41	41	42	44	42	42	39	41	36	41	21	38.6	656
Capacity change	+1	+1			+1			-1	+1	-1		-1	+1		+2	-2	+1		+3
Winter 2015	37	37	34	44	38	39	41	40	43	43	42	41	40	41	38	39	22	38.8	659

Departures																			
Hour (UTC)	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
Winter 2014	28	42	42	43	43	41	44	43	43	41	44	45	44	41	40	33	21	39.9	678
Capacity change		+1	+3	-1		+2		+1		+2	-2			+3	-2	-1	+1		+7
Winter 2015	28	43	45	42	43	43	44	44	43	43	42	45	44	44	38	32	22	40.3	685

Air Transport Movement Cap

Weekly Planning Limit: 9,220

Appendix 2

Additional Runway Scheduling Constraints Winter 2015

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.
- 3 During the period 0610 - 0655 (UTC) a 5 minute constraint will be introduced at a level below the 10 minute constraint. The 10 minute constraint still applies plus two new 5 minute periods at 0610 and 0615. Only Airlines with Night Quota are allowed to schedule arrivals at 0610 or 0615.

Time (UTC)	0610	0615	0620	0625	0630	0635	0640	0645	0650	0655
Capacity	4	4	4	4	4	4	4	4	4	4

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. An exception to this is the 10 minute period starting at 2245 (UTC) when only two departures can be scheduled,
- 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 0500 and 2155 (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 and 0800 (UTC). The period from 25 October to 1 November 2015 (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 2015. 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 2015 Capacity	37	37	34	44	38	39	41	40	43	43	42	41	40	41	38	39	22
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2015 Capacity for ad hoc recycling	0	0	32	42	36	37	39	38	41	41	40	39	38	39	36	37	20

Departures	Hour (UTC)																
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Winter 2015 Capacity	28	43	45	42	43	43	44	44	43	43	42	45	44	44	38	32	22
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2015 Capacity for ad hoc recycling	0	0	43	40	41	41	42	42	41	41	40	43	42	42	36	30	20

- 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.)

Appendix 3

Heathrow Terminal Scheduling Limits Winter 15

Terminal	A/D	Constraint	Time Period (GMT)	Lower Limit	Initial Coordination Limit	Upper Limit
T2	D	Combined 1 Hour	0000 - 2359		2500	3500
		Combined 3 Hour	0000 - 2359		6800	8550
	A	International & CTA 1 Hour	0000 - 2359		2600	3900
		International & CTA 2 Hour	0000 - 2359		5100	6500
		Domestic 1 Hour	0000 - 2359		400	600
T3	D	International 1 Hour	0000 - 2359	2700	3000	3500
		International 3 Hour	0000 - 1259	5800	7000	8100
			1300 - 2359	5800	6500	8100
	A	International 1 Hour	0000 - 2359	3000	3500	4000
T4	D	International 1 Hour	0000 - 2359		2000	2800
		International 3 Hour	0000 - 2359		4250	6000
	A	International 1 Hour	0000 - 2359		1800	2500
		International 2 Hour	0000 - 2359	2800	3200	4300
T5	D	Combined 1 Hour	0000 - 2359		4500	5000
	A	International 1 Hour	0000 - 2359		3750	4500
		Domestic 1 Hour	0000 - 2359		950	1150

NB/ With T1 closing before the start of the Winter 2015 season, there will be no limits declared for this terminal.

Check-in Limits

Terminal 2

Zone	Desks	Declaration
A	32	32
B	26	26
C	12	12
D	46	46

Terminal 4

Zone	Desks	Declaration
A	14	12
B	5	3
C	26	22
D	16	14
E	16	14
F&H	40	35
G	10	8

Terminal 3 Integrated Baggage System Limit

Initial Coordination Limit: 33 laterals

Upper Limit: 40 laterals

Appendix 4

Load Factors Summer 15

Summer 15	T2 Domestic	T2 CTA & International	T2 Combined	T3 International		T4 International		T5 Domestic	T5 International	T5 Combined
Day of Week	A	A	D	A	D	A	D	A	A	D
1	81%	83%	78%	86%	87%	83%	85%	88%	86%	83%
2	78%	80%	76%	82%	85%	83%	83%	86%	83%	79%
3	75%	79%	79%	76%	87%	79%	85%	85%	81%	81%
4	77%	81%	84%	81%	89%	81%	86%	86%	85%	84%
5	76%	83%	84%	82%	90%	84%	87%	87%	88%	86%
6	72%	85%	87%	86%	91%	85%	87%	83%	88%	87%
7	79%	86%	84%	88%	89%	88%	87%	88%	88%	86%

**Appendix 5
Stand Limits Winter 15**

Table 5.1

Total Physical Stand Supply - For Information Only, this is not the W15 Declared Stands

Winter 15										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	0	0	0	0	0	0	0	0	0	0
T2	10	10	0	3	0	0	13	0	0	36
T3	10	19	5	3	2	1	3	0	0	43
T4	6	12	7	2	2	0	4	1	0	34
T5	15	15	10	0	4	0	15	1	0	60
Total exc. Cargo	41	56	22	8	8	1	35	2	0	173
CARGO	0	6	3	0	0	0	0	0	0	9
Total inc. Cargo	41	62	25	8	8	1	35	2	0	182

- MARS – main centrelines counted except MARS stands which are predominately used by narrow body aircraft and therefore are declared as two centre-lines:
 - Stand 218 declared as 218L & 218R
 - Stand 221 declared as 221L & 221R
- MCA - allocated based on current predominate usage requirement:
 - Stands 415 – 420 declared as 3 x C(A321) and 1 x C(319)
 - Stands 449 – 452 declared as 2 x E3
- Stands 122, 701 & 702 – no live movements
- Stand 192 Declared as Main C/L Code F

Table 5.2

Stand outages for construction work

Winter 15 Stand Outages for Construction Work										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	0	0	0	0	0	0	0	0	0	0
T2	0	0	0	0	0	0	0	0	0	0
T3	0	-2	0	0	0	0	0	0	0	-2
T4	0	-2	-2	1	0	0	0	0	0	-3
T5	0	0	0	0	0	0	0	0	0	0
Total exc. Cargo	0	-4	-2	1	0	0	0	0	0	-5
CARGO	0	0	0	0	0	0	0	0	0	0
Total inc. Cargo	0	-4	-2	1	0	0	0	0	0	-5

T1: Closed - Closure of Pier 4a and Northern Pier 4 stands to facilitate Bravo Taxiway Code F project
Stands 174 – 184 and 180 – 110

T3: Construction of Temporary Transfer Facility and T3 Cluster Work
Stand 323 remains closed
Stands 326 closed for T3 Cluster Work

T4: Construction of Sierra Taxiway Code F project
Stands 429 -432 closed

Table 5.3

Stand downgrades for project work and/or operational resilience

Winter 15 Stand Downgrades for Projects or Ops. Resilience										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	0	0	0	0	0	0	0	0	0	0
T2	-4	4	0	0	0	0	0	0	0	0
T3	-3	1	2	0	0	0	0	0	0	0
T4	-2	0	2	0	0	0	0	0	0	0
T5	0	0	0	0	0	0	0	0	0	0
Total exc. Cargo	-9	5	4	0	0	0	0	0	0	0
CARGO	0	-3	0	0	0	0	0	0	0	-3
Total inc. Cargo	-9	2	4	0	0	0	0	0	0	-3

Remote Code F stands are downgraded to Code E to prevent A380 remotes

T2: Stands 253, 254, 255, 258 Code F remotes restricted to Code E3

T3: Stands 318 and 327 restricted to E2(747-400)
Stands 594, 595, 596 Code F remotes restricted to Code E3

T4: Stands 440, 441 restricted Code E to E2 (747-400)
Stands 453 and 454 Code F remotes restricted to Code E3

Table 5.4

Additional stand outages due to operational issues; e.g. maintenance, stand cleaning, off slot performance, etc.

Winter 15 Additional Stand Outages, e.g. Maint, Off-slot Perf.										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	0	0	0	0	0	0	0	0	0	0
T2	-1	-2	0	0	0	0	-2	0	0	-5
T3	-1	-1	-2	-1	0	-1	0	0	0	-6
T4	-1	-4	-3	-1	0	0	-1	0	0	-10
T5	-1	-1	-1	0	0	0	-1	0	0	-4
Total exc. Cargo	-4	-8	-6	-2	0	-1	-4	0	0	-25
CARGO	0	0	-1	0	0	0	0	0	0	-1
Total inc. Cargo	-4	-8	-7	-2	0	-1	-4	0	0	-26

Additional stand outage declaration maintains a similar level of contingency to the S15 declaration:

One Pier Served Code F stand removed in each terminal

- T2:** Requirement as declared for S15 Post-T2 opening
- T3:** Requirement for contingency increased by one D(757) due to revised occupancy (as W14 declaration)
- T4:** Additional Five Code E stands removed to allow for T3 towing requirements (as W14 declaration)
Stand 456 removed due to frequent Royal Suite use
Remainder as declared for S15
- T5:** Requirement as declared for S15
- Cargo:** Requirement as declared for S15

Table 5.5

W15 Total Stands Declared for Schedule Coordination

Winter 15										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	0	0	0	0	0	0	0	0	0	0
T2	5	12	0	3	0	0	11	0	0	31
T3	6	17	5	2	2	0	3	0	0	35
T4	3	6	4	2	2	0	3	1	0	21
T5	14	14	9	0	4	0	14	1	0	56
Total exc. Cargo	28	49	18	7	8	0	31	2	0	143
CARGO	0	3	2	0	0	0	0	0	0	5
Total inc. Cargo	28	52	20	7	8	0	31	2	0	148

Note: GA capacity is declared separately (see Appendix 6)

Appendix 6

Additional Constraints and Explanatory Notes

New or Retimed slots after 22:40 (local)

In order to minimise the unplanned use of scarce night allocation movements due to delayed operations, no new or retimed services shall be allocated slots later than 22:40 (local) without a proportionate allocation of night quota - if such quota is available for allocation. If no such quota is available, relative to the forecast use for the airline, then no slots shall be allocated.

ATM Cap

A cap on the annual number of Air Transport Movements (ATMs) at Heathrow of 480,000 was introduced as a planning condition for the development of Terminal 5. In order not to exceed this level, a limit on the number of slots that may be allocated for air transport movements during the Winter 2015 season, is set at 9,220 per week.

Additionally, after the slot hand back deadline in August 2015, the total seasonal number of air transport movements allocated should not exceed 202,840.

Night Flight Restriction

Aircraft of Quota Count 4 (QC4) will not be scheduled to operate between 23:30 and 06:00 (local) i.e. in the night quota period.

(This applies to Scheduled times only and does not apply to flights which have been delayed into the night period.)

Voluntary Agreement on Night Flights

The informal voluntary agreement between Heathrow and the Heathrow airlines regarding night flights is:

- Early morning arrivals will not land before 04:30 (local).
(This does not apply to arrivals delayed from the day before. However, if they have been subject to such severe delays that a further delay to ensure that they arrive after 04:30 would make little difference, then the Duty Manager Airside may decide to refuse permission for an arrival before 04:30.)
- Cargo flights will not be scheduled to operate between 23:30 and 06:00 (local).
(This applies to Scheduled times only and does not apply to flights which have been delayed into the night period.)

Terminal Declarations

As throughput increases, it is becoming increasingly difficult to encapsulate the complicated nature of each operational/facility constraint within a simple declared capacity limit for each terminal. We appreciate your continued cooperation in assessing the full impact of scheduling changes, notably new entrant airlines and significant changes from existing carriers, including slot exchanges.

Heathrow has continued to declare lower limits for some terminals, namely Terminal 3 arrivals & departures and Terminal 4 arrivals. For the Winter 2015 season, the lower limits will come into effect on the following dates:

Terminal	A/D	Time constraint	Date effective from
Terminal 3	D	1 hour	25 th July 2015
	D	3 hour	25 th July 2015
	A	1 hour	15 th August 2015
Terminal 4	A	2 hour	15 th August 2015

Heathrow will continue to assess any capacity overage requests that fall within the boundaries of the lower and upper limits.

With the closure of Terminal 1 before the start of the Winter 2015 season, there will not be any limits declared for this terminal.

We are continuing to declare a limit for the T3 Integrated Baggage System.

We are continuing the declared check-in capacity for T2 and T4. T3 check-in is currently deemed too complex for ACL to model due to the T3IB project which will remove check-in capacity, and require airlines to move between check-in zones through the season.

Airline Moves

Following consultation at the Terminal and Stands Limits Working Group, and as outlined at the Heathrow Coordination Committee 2013 AGM, we request that ACL ensure the coordination process accounts for the future airline moves that need to take place. Heathrow will keep ACL informed of all of the airline moves and dates for Winter 15 and future seasons.

A380 Reclaim Belts

Heathrow has a number of A380 flights operating at the airport. Although there is variation in the seat capacity and transfer volumes of the A380 flights, in general a larger reclaim belt is required for an A380 operation.

As a continuation from Winter 11 onwards, through agreement at the Terminal and Stands Limits Working Group, Heathrow declares a limit on the number of A380 flights arriving within 60 minutes in Terminals 2, 3 and 4.

Based upon our assessments as to what is suitable for an A380 operation, we declare the following arrivals reclaim capacity for A380 operations, in a rolling hour:

Terminal	Reclaim Belts declared suitable for A380 operations
T2	6
T3	3
T4	2

Any breaches of this limit should be referred to Heathrow Airport to assess the individual flight to take account of seat capacity and transfer volumes.

Transit Flights

From Winter 10 onwards, through agreement at the Terminal and Stands Limits Working Group a new limit was introduced on the number of transit flights within each terminal in a given period. Transit flights require all passengers to be processed through transfer security unless held in transit gate lounges. Due to the resulting peak passenger flows this has a disproportional impact on transfer security capacity. It is therefore important to separate transit flights to enable them to use the limited transit gate facilities or to limit the impact on transfer security.

Therefore only one transit flight should be scheduled in each terminal with any 90 minute period. This limit is to be enforced for new transit flights.

Stands

Stand capacity is a critical constraint at Heathrow. Modelled stand demand versus available supply will continue to constitute a formal co-ordination parameter for each apron for Summer 15. Stand supply needs to be assessed at terminal level on all campuses. Where any breaches of the terminal stand declarations occur, we request that ACL either seek airline scheduling adjustments to resolve any overages, or refer the overage to Heathrow for assessment, to determine if a solution can be found within the constraints of the apron concerned.

From Winter 11, as agreed by the airline community and Heathrow, with regards to the T3/T5 boundary, all stands starting with '5' east of stand 582 (including 582) will be T3 and all stands starting with '5' west of stand 582 (excluding 582) will be T5. This allows a

better balance of stand capacity for T3 and T5.

Modelling of capacity at Heathrow has shown that to ensure aircraft flow is maintained effectively it will be necessary to use other terminals' stands for aircraft from Terminal 3. This will increase the number of towing movements which in turn may cause congestion on associated taxiways. In mitigation, we must ensure as part of the co-ordination process that the likelihood of this is minimised, and not exacerbated, by changes to slot allocations or timing.

We ask you to be mindful of the need to minimise carriers' ground time in the peak period and give this a high priority in the allocation of available runway slots.

Code F Stands

As agreed with the airline community at the Heathrow Stand Governance Board, Heathrow should not plan for remote A380 operations. The remote code F stands at the airport have generally been designed for remote parking and contingency use only, due to their locations and equipment. As agreed by the Terminal and Stands Limits Working Group, to ensure there are limited remote A380 operations and to assist in A380 resilience, all Code F remotes have been declared as Code E. Thus the remote code F stands will be available for all scheduling up to and including Code E aircraft.

We kindly request that ACL continue to refer to Heathrow any requests that exceed this declared capacity to assess the characteristics of the flight and the operational issues.

Domestic, CTA, International Stand Capacity

As agreed at the Summer 13 Terminal and Stands Limits Working Group, there is a need for the schedule coordination process to consider domestic, CTA, and international stands capacity.

As a continuation from Summer 13, we request that ACL carry out high level assessments that differentiate domestic, CTA, and international demand against capacity in Terminals 2 and 5. The assessment is to be carried out at Initial Coordination, after the IATA Conference, and after the slot hand-back deadline. The results are to be shared with Heathrow. This will enable a trigger for early notification of issues and prompt any actions required to address the problems, including potential re-timing of slots.

General Aviation (GA) Stand Capacity

As agreed at the Summer 14 Terminal and Stands Limits Working Group, to ensure GA stand demand does not exceed supply, a separate stand capacity limit for GA is required.

Declarations will make a distinction between GA stands capable of servicing live movements and stands capable of parking tows only. Assessments carried out should therefore be able to distinguish between stand demand that requires live stands and demand that can be decanted to parking only stands.

Five stands are required for GA parking and two for GA live movements

- GA parking = 3x narrow body and 2x wide body
- GA live = 2 x Code C or 1 x Code E2

Winter 15									
	F	E3	E2 (747-400)	E1 (777-200)	D2 (767-300)	D1 (757)	C (A321)	C (A319)	TOTAL
Live*			1				2		2x code-C or 1x code E2
Parking Only Total		2					3		5
Parking Declared		1					-		1

**Stands RSA/RSB will be used for live GA movements and can either be used by 2x code C or 1x code E2*

GA stand declarations only impact cargo stands capacity i.e. cargo is reduced by 3 narrow body stands. Other stands declared as GA were previously already excluded from capacity declarations.

Roads

The Central Terminal Area 2-way scheduling limit remains at 14000pph for Winter 15.