

## LOCAL RULE 1

### GATWICK NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES

#### 1. Policy

All Night Flights require the prior allocation of a slot and corresponding Night Quota (movement and noise quota). Late arrivals and departures during the Night Quota Period, 2330-0600 local time, for flights that are not planned night flights are by prior permission of Gatwick Airport Ltd (GAL).

#### 2. Objectives

- To manage night flying within DfT declared seasonal Night Quota limits
- To make effective use of the Night Quota limits
- To ensure the method of allocating Night Quota is transparent and fair
- To ensure the DfT Night Quota limits are not exceeded
- To provide contingency Night Quota for irregular operations beyond an airlines control
- To provide for new operators or operations, including ad hoc services, where Night Quota permits
- To respect the historic rights of night flights from the previous equivalent season
- To provide a control that will eventually reduce the pool to 7% of the available night quota

#### 3. Definitions

In these procedures the following words shall have the following meanings:

Night Quota Period:	2330 – 0600 local time.
Night Planning Period:	Departures 2315-0550 local time Arrivals 2330-0615 local time
Night Shoulder Period:	Departures 2250-2310 local time Arrivals 2300-2325 local time
Night Movement:	An aircraft takeoff or landing during the Night Quota Period
Night Flight:	An arrival or departure scheduled during the Night Planning Period
Historic Night Flight	A Night Flight allocated slots within the Night Planning period on the basis of historic precedence
Movements Limit:	The maximum permitted number of night movements in a season specified by DfT
Noise Quota:	The maximum permitted sum of Quota Count of all night movements in a season specified by DfT
Night Quota:	The combination of the Movement Limit and Noise Quota specified by DfT
Available Night Quota:	The total Night Quota available for allocation in a season
Quota Count:	The amount of quota (QC points) assigned to an individual night movement as specified by NOTAM

Predicted Use:	The forecast actual use of Night Quota by an airline in a forthcoming season, as calculated by the Coordinator using historic actual data against scheduled time and agreed with the airline concerned
New Night Operator:	Any carrier without an allocation of night movements or Noise Quota for a season.
Pool:	The proportion of the Available Night Quota retained by the coordinator to cover off schedule operations and ad hoc flights

#### **4 Allocation of Night Quota**

- 4.1 Night Quota is determined by the DfT. GAL is responsible for managing the Night Quota, including approval of unplanned night movements, and monitoring and reporting its use on a weekly report to DfT. Airport Coordination Ltd (ACL) administers the allocation of Night Quota for planned operations
- 4.1 ACL is responsible for determining and promulgating Night Quota allocations to operators.
- 4.2 The Night Quota Period (2330-0600 local time) is based on runway take-off and landing times. Schedules are based on on/off stand times. To take account of typical taxi times, the Night Planning Period is:

Departures:	2315-0550 local time
Arrivals:	2330-0615 local time

- 4.4 All Night Quota applications should be addressed to ACL during office hours. Outside ACL's normal working hours, in cases of extreme urgency, operators must contact the GAL Operations Duty Manager.
- 4.5 Operators are expected to make all reasonable efforts to prevent flights scheduled outside of the Night Planning period from operating within the Night Quota period. ACL will monitor Operators performance against planned schedule and report Operators using excessive Night Quota to Gatwick Airport LTD (GAL). ACL will review the Airlines performance and may take action including the withdrawal of historic rights in line with Article 14 (4) of the 2004 EU Slot Regulations/

#### **4.6 Distribution of Night Quota**

- 4.6.1 Each season, 7% of the Night Quota will be reserved for the Pool. The Pool can be allocated to flights in the Night Shoulder period on a non-historic basis based on predicted use. The coordinator will establish predicted use based on historical actual data. The minimum Pool size, after allocation to Night Shoulder period flights, is 5%.
- 4.6.2 Operators that have established historic precedence for night flights will receive an allocation equivalent to that received in the previous equivalent season, within the Available Night Quota and subject to conditions relevant at the time. Where Available Night Quota is insufficient to meet demand for historic night flights, the Night Quota will then be allocated in proportion to that allocated and used in the preceding equivalent season.
- 4.6.3 Remaining Night Quota can then be allocated to new night operators and new night flights by existing night operators, or to operators scheduled in the Night Shoulder

period. Allocations to operators in the Night Shoulder period will be on a non-historic basis only.

- 4.6.4 Operators allocated Night Quota for flights in the Night Shoulder period are encouraged to resolve any issues resulting in the use of Night Quota by off schedule operations.
- 4.6.5 New flights may only be scheduled in the Night Shoulder period where sufficient Night Quota is available to meet the predicted use of the new flight. Predicted use will be based on actual performance against schedule time in the previous equivalent season. Operators will not gain an increased Night Quota allocation for poor performance
- 4.6.6 Each operator must use 80% of its historic allocation as from the first date of the relevant IATA Scheduling season to retain the full historic Night Quota in the subsequent season. Any shortfall below 80% will be deducted from their historic Night Quota allocation for the next equivalent season.
- 4.6.7 Operators who expect to fall below 80% due to unforeseeable circumstance outside the carrier's control should agree this with the coordinator in order to protect their historic quota rights.
- 4.6.8 Once Night Quota is allocated by the coordinator to operators for each season, the operator will be allowed to retain and use that Night Quota at any time during that season to meet its business requirements, subject to the conditions set out in this document.
- 4.6.9 Operators are requested to limit use of Night Quota for positioning flights to an absolute minimum wherever possible, re-scheduling such movements outside the night quota period.
- 4.6.10 Operators whose plans change so that their full Night Quota allocation will not be required must, at the earliest opportunity, hand back the proportion of Night Quota that will not be used.
- 4.6.11 Requests for changes to historic night flights and flights in the Shoulder Period (eg, time changes and aircraft type changes) will only be approved where a sufficient Night Quota allocation is available to meet the required Night Quota for a historic night flight and the Night Quota based on Predicted Use for a flight in the Night Shoulder period.
- 4.6.12 All night movements of airlines with an allocation of Night Quota will count against the airline's allocation of Movements and Noise Quota. Night movements of airlines without an allocation of Night Quota will count against the Pool.

#### 4.7 **Initial Allocation**

For each season, an initial allocation of Night Quota will be distributed at the IATA Schedules Conference in November for a Summer Season and in June for a Winter Season.

#### **4.8 Reallocation of Night Quota**

In mid-February for a summer season, and mid-September for a winter season, the coordinator will establish the planned demand for Night Quota for the forthcoming season.

- 4.8.1 The Coordinator has the right to examine all airlines planned requirements and usage of Night Quota and, if necessary, require the airline(s) to return Night Quota in excess of their total planned requirement to the Pool.
- 4.8.2 ACL will undertake reviews of the Night Quota allocation and use at regular intervals.
- 4.8.3 From time to time, the above may be the subject of further requirements published through formal channels by DfT, or by Gatwick Airport limited through a Directors Notice or NOTAM.

#### **5 Night Quota from the Pool**

The Pool will be not less than 7% of the total Night Quota for the airport, or during the season not less than 7% of the Night Quota remaining at the time of any redistribution. The pool may be less than 7% if the conditions in 4.6.1 are met, but never less than 5%.

- 5.1 The Pool can be used for operators that do not have a Night Quota allocation to plan ad hoc flights in the Night Quota period or for an ad hoc aircraft substitution for a service normally operated by a noise exempt aircraft type.
- 5.2 If exhaustion of the Pool is predicted by the end of the season, requests for an allocation of Night Quota from the Pool will be refused to protect planned night flights. Operators with a historic Night Quota allocation may reschedule and/or cancel flights to fund ad hoc operations within their own Night Quota allocation.
- 5.3 Use of Night Quota from the pool is on a non-historic basis only.
- 5.4 Use of the Pool will be the subject of regular reviews by the Gatwick Airport LTD and ACL.

#### **6. Exhaustion of the Pool**

In the event of predicted exhaustion of the Pool by the end of the season, the Coordinator will request a voluntary return of Night Quota from operators with an allocation. Should this not be sufficient to satisfy the requirements of the Pool, airlines that hold allocations greater than their planned operation will be required to return the difference.

- 6.1 Any operator with a Night Quota allocation that has overused its allocation on a pro rata basis, or an operator without an allocation that has used an excessive amount of Night Quota from the Pool, will be required to take whatever action necessary to prevent an overrun or continued excessive use of the Pool by the end of the season, including the rescheduling and/or cancellation of flights.
- 6.2 The Coordinator having given notice to GAL may act to restrict Night Quota available for Ad Hoc operations. GAL will issue a NOTAM to this effect and advise operators that they may not be allowed to depart in the Night Quota Period in the event of a delayed departure.

6.3 Should these measures prove insufficient, then only operators who have remaining quota will be allowed to operate in the Night Quota Period until their quota is also exhausted. No overruns of individual Night Quota will be permitted. It is incumbent on each operator to monitor their Night Quota usage against planned requirements and adjust their programmes accordingly.

**7. Operators Re-equipping with Quieter Aircraft**

Operators are encouraged to re-equip with quieter aircraft. Those operators who do re-equip with quieter aircraft will be able to retain 75% of their historic Night Quota allocated when using the noisier aircraft type. Such operation must have been carried out for at least the full previous equivalent season.

**8. Carryover of Night Quota**

In line with as written in the night noise AIP a carryover of no more than 10% of the previous season's unused quota may be moved over to the adjacent season. For summer seasons this would equate to a maximum carryover of 325 movements.

If a carryover is available the coordinator will use the additional night quota to increase the shoulders of those carriers with a night allocation. These additional night movements/quota will be allocated on a non-historic basis and not until after the historic baseline has been created.