

LOCAL RULE 1

HEATHROW NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES

Version 3

1. POLICY

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

2. OBJECTIVES

- To reliably manage night flying within Department for Transport declared seasonal Night Quota
- To make best use of the Night Quota limits
- To accurately forecast and control Night Quota use
- To ensure the method of allocating Night Quota is transparent and fair
- To respect the historic rights of night flights from the previous equivalent season
- To provide for off-schedule operations beyond an airlines control
- To provide for new operators or operations, including ad hoc services, where Night Quota permits

3. DEFINITIONS

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

Night Quota Period: *2330 to 0600 local time*

Night Planning Period: *Departures 2320-0550 local time*
Arrivals 2330-0615 local time

Night Shoulder Period: *Departures 2250-2315 local time*
Arrivals 2300-2325 local time
Arrivals 0620-0630 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*

Noise Quota: *The maximum permitted sum of Quota Count of all night movements in a season*

Night Quota:	<i>The combination of the Movements Limit and Noise Quota</i>
Available Night Quota:	<i>The total Night Quota available for allocation in a season</i>
Quota Count:	<i>The amount of quota (QC points) assigned to an individual night movement as specified by NOTAM</i>
Pool:	<i>The proportion of Available Night Quota in a season not allocated</i>
Predicted Use:	<i>The forecast utilisation of Night Quota by an airline in a forthcoming season, as calculated by the Coordinator and agreed with the airline concerned</i>
Minimum Pool Size	<i>The Minimum Pool Size is set at 5% of the movements-element of the Available Night Quota and a Noise Quota pool equivalent to the number of pool movements multiplied by the typical Quota Count per pool movement.</i>

4. ALLOCATION OF NIGHT QUOTA

4.1 Night Quota is determined by the Department for Transport from time to time. HAL is responsible for managing the Night Quota, including approval of unplanned night movements, and monitoring its use. Airport Coordination Ltd (ACL) administers the allocation of Night Quota for planned operations.

4.2 The Night Quota Period (2330-0600 local time) is based on runway takeoff and landing times. Schedules are based on on/off stand times. To take account of typical taxi times, the Night Planning Period is:

Departures:	2320-0550 local time
Arrivals:	2330-0615 local time

4.3 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.

4.4 Requests for new night flights or changes to historic night flights (eg, timing or aircraft type changes) will only be approved where a sufficient Night Quota allocation is available to meet the Predicted Use.

4.5 HISTORIC NIGHT FLIGHTS

4.5.1 An airline with historic night flights will receive a Night Quota allocation equivalent to its Predicted Use in the forthcoming season. Such allocations will be reviewed seasonally using latest available actual data.

4.5.2 Airlines must inform the Coordinator of any operational changes likely to affect Predicted Use (eg, a change in flight routing) as soon as possible. Where appropriate, the airline should also request a change to its slot time.

4.6 NIGHT QUOTA POOL

- 4.6.1 After the allocation of Night Quota to historic night flights, a Pool is created consisting of any unallocated Available Night Quota.
- 4.6.2 Available Night Quota in the Pool may be allocated to new series or ad hoc night flights, or changes to historic night flights, subject to maintaining the Minimum Pool Size of the Available Night Quota for the season or, during the season, of the Available Night Quota remaining.
- 4.6.3 The Minimum Pool Size may be varied by agreement of the Heathrow Slot Performance Committee and the Coordinator.
- 4.6.4 The priorities for the allocation of Available Night Quota from the Pool are as follows:
- i. Unchanged historic night flights requiring additional Night Quota based on the most recent calculation of Predicted Use.
 - ii. Changes to historic night flights requiring additional Night Quota, eg, changing to a larger aircraft type that requires additional Noise Quota, or a retime within the Night Planning Period resulting in higher Predicted Use.
 - iii. Retimes of historic flights from outside of the Night Planning Period.
 - iv. New requests for flights within the Night Planning Period.

Within priorities ii to iv, priority will be given to year-round continuations from the previous season.

- 4.6.5 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 NEW NIGHT FLIGHTS

- 4.7.1 Newly allocated night flights will receive a Night Quota allocation equivalent to the Predicted Use in the forthcoming season. Where actual data for the airline/route is not available, the nearest comparable data may be used. Such allocations will be reviewed seasonally using latest available actual data.

4.8 NIGHT SHOULDER PERIOD FLIGHTS

- 4.8.1 Airlines with flights scheduled within the Night Shoulder Period *may* receive a Night Quota allocation for a proportion of the planned flights based on Predicted Use. Such allocations are on a non-historic basis and will be reviewed seasonally using latest available actual data.
- 4.8.2 Requests for new slots within the Night Shoulder Period may be refused where there is not a sufficient Night Quota allocation available to meet the Predicted Use.

5. END OF SEASON FLEXIBILITY

- 5.1 The Department for Transport Night Restrictions permits unused Night Quota of up to 10% of the airport's seasonal limit to be carried forward into the next season, and the anticipation of up to 10% of the airport's Night Quota for the next season in the event of an overrun.
- 5.2 A season's Available Night Quota may be set at a level to protect carry over into the next season or assuming carry over from the previous season. Normally the Available Night Quota will be set based on a 5% carry over from a Summer season to the following Winter season. The planned use of end of season flexibility may be varied by agreement of the Heathrow Slot Performance Committee and the Coordinator.

6. EXHAUSTION OF THE POOL

- 6.1 If at any point during the season the use of Night Quota is predicted to exceed the Available Night Quota by the end of the season, appropriate corrective procedures will be implemented from the options detailed below. The Slot Performance Committee may advise HAL and ACL on the appropriate procedures to adopt. These procedures will be lifted once Predicted Use of Night Quota is within the Available Night Quota for the season. HAL and ACL will notify operators of the implementation and lifting of any corrective procedures.
- 6.2 The allocation of new ad hoc night flights that do not qualify for dispensation and are not exempt aircraft types may be suspended.
- 6.3 Any operator either:
- a) without an allocation of Night Quota that has used a significant amount from the Pool; or
 - b) with an allocation of Night Quota that has used in excess of its allocation on a pro rata basis
- may be required to take whatever corrective action necessary to prevent continued excessive use of Night Quota, including the cancellation and/or rescheduling of flights. The operator may also be required to appear before the Slot Performance Committee.
- 6.4 ACL may identify any airlines that are forecast to have surplus Night Quota allocation in that season and seek its return to the Pool. The voluntary return of Night Quota will not automatically affect an airline's Night Quota allocation in future seasons.
- 6.5 HAL may invoke procedures to prevent night movements without a Night Quota allocation that do not qualify for dispensation and are not exempt aircraft types.

7. SEASONAL OVERRUN

- 7.1 A seasonal overrun occurs when the total use of Night Quota at the airport exceeds the seasonal Available Night Quota, resulting in a reduction in the Available Night Quota in the following season. All parties must make every effort to avoid such an overrun occurring.
- 7.2 If an overrun occurs and results in less Available Night Quota in the following season than the allocated Night Quota plus the Minimum Pool Size, then any airline with a Night Quota allocation which overused its allocation will be required to appear before the Slot Performance Committee. If its overuse cannot be justified on the basis of reasons outside the airline's control, then the airline will be required to reduce Predicted Use of Night Quota in the immediate following season by an amount equivalent to its overrun.
- 7.3 If a shortfall remains then the Night Quota allocation will be reduced by the same proportion across all airlines with an allocation and the Pool.

8. TRANSFER OF NIGHT QUOTA

- 8.1 Airlines are free to transfer Night Quota allocation from one route or type of service to another.
- 8.2 If an airline exchanges slots with another airline where only one set of slots is within the Night Planning Period then the associated Night Quota allocation will transfer to the airline holding the slots within the Night Planning Period after the exchange.
- 8.3 All transfers or exchanges are subject to confirmation of feasibility by the Coordinator. The test of feasibility will include whether a sufficient Night Quota allocation is available to meet any revised Predicted Use after the transfer or exchange.