

## **Appendices – updated 30 November 2016**

- 1 Runway Scheduling Limits
- 2 Additional Runway Scheduling Constraints

**Appendix 1- updated 30 November 2016**

**Runway Scheduling Limits Summer 2017**

Arrivals Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
<b>Summer 2016</b>	39	39	37	44	39	39	42	42	41	42	44	42	45	43	40	42	22	40.1	682
Capacity change				+1	+2	+1	-2			-1					+2	-2			
Pre SAL capacity change								+1		+1	-2								
Post IATA capacity change										-1	+2	-1			-1	+1			
<b>Summer 2017</b>	39	39	37	45	41	40	40	43	41	41	44	41	45	43	41	41	22	40.2	683

Departures Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
<b>Summer 2016</b>	25	45	42	45	43	42	42	44	44	45	44	43	42	46	44	33	30	41.1	699
Capacity change									+1	-1			+1	-1		+1	-1		
Pre SAL capacity change						+2	-2						+1	-1					
Post IATA capacity change																			
<b>Summer 2017</b>	25	45	42	45	43	44	40	44	45	44	44	43	44	44	44	34	29	41.1	699

**Air Transport Movement Cap**

Weekly Planning Limit: 9,636

## **Appendix 2 – updated 30 November 2016**

### **Additional Runway Scheduling Constraints Summer 2017**

#### **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 a historic allocation of 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 – updated 30 November 2016

- 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 2017 Capacity	39	39	37	45	41	40	40	43	41	41	44	41	45	43	41	41	22
Reduced Capacity at the hand-back deadline				-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2017 Capacity for ad hoc recycling	0	0	0	43	39	38	38	41	39	39	42	39	43	41	39	39	20

Departures	Hour (UTC)																
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Summer 2017 Capacity	25	45	42	45	43	44	40	44	45	44	44	43	44	44	44	34	29
Reduced Capacity at the hand-back deadline				-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2017 Capacity for ad hoc recycling	0	0	0	43	41	42	38	42	43	42	42	41	42	42	42	32	27

- 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.)