

STANSTED – LOCAL RULE 4

ADMINISTRATION OF THE STANSTED 35 MPPA CONDITION

1. POLICY

Planning Condition 'MPPA1' of planning permission reference [UTT/0717/06/FUL](#) caps the passenger throughput at 35 million in any 12 months period. This condition shall be administered by limiting the number of seats that may be scheduled to operate at the airport.

Planning Condition ATM1 limits the number of air transport movements at Stansted Airport to 264,000 during any 12 month calendar period. (Of which no More than 243,500 may be PATM's and 20,500 may be CATM's)

2. DEFINITIONS

In this document the following words shall have the following meanings:

ACL:	Airport Coordination Ltd, the Coordinator of Stansted Airport
Passengers:	All revenue and non-revenue passengers on air transport movement flights
Seats:	Seats available for sale to passengers aboard an aircraft used to conduct an air transport movement
Historic Seats:	The number seats associated with a series of slots allocated on the basis of Article 8(2) of the Slot Regulation
STAL:	Stansted Airport Ltd, the managing body of Stansted Airport
Slot Regulation:	Council Regulation (EEC) No 95/93 as amended by Regulation (EC) No 793/2004, and its successors
Year:	a 365 day period between 1 April and 31 March inclusive, excluding 29 February in the case of a Leap Year
ATM	An Air Transport Movement as described in Annex 1
PATM	A Passenger Air Transport Movement
CATM	A Cargo Air Transport Movement

3. SCHEDULING LIMITS

In accordance with Article 6 of the Slot Regulation,

- STAL is responsible for declaring limits on the number of seats that may be scheduled to operate at the airport.

- STAL is responsible for declaring limits on the number of ATMs that may be scheduled at the airport
 - ACL is responsible for allocating slots within these limits.
- 3.1 The seasonal **Seat Limit** is the total number of seats available for allocation. It is declared by STAL in advance of the initial coordination of each season and is regularly reviewed. It is set at a level to correspond to an annual throughput of 35 million passengers per annum, taking account of the following factors:
- The proportion of annual passengers expected to use the airport each season, taking account of the length of the season and other relevant factors
 - The proportion of available seats expected to be occupied by passengers
 - An overbooking factor based on the expected difference between scheduled seats at the time of the IATA Schedule Coordination Conference and actual seats operated

4. ALLOCATION PROCESS

- 4.1 Slots are allocated in accordance with the Slot Regulation. Slots allocated to passenger air transport movements are subject to availability within the seasonal Seat Limit and the PATM limit
- 4.2 An air carrier is entitled to same number of seats as its historic seats in the next equivalent scheduling period if requested by that air carrier by the deadline date for schedule submissions for that season.
- 4.3 A pool equivalent to 1% of the seasonal Seat Limit shall be retained for allocation to ad hoc services during the season. An air carrier that operates primarily on an ad hoc basis and operated more than 10,000 seats in the previous summer season or 7,000 seats in the previous winter season shall be eligible for a specific allocation of seats from this pool.
- 4.4 Slots allocated to cargo air transport movements are subject to availability within the seasonal CATM limit

5. REVIEW

- 5.1 This rule shall cease to have effect if the Planning Condition is lifted and, in any case, shall be subject to review within 12 months from its adoption.

ATM1 Subject to ATM2 below, from the date that the terminal extension hereby permitted within Site "A" opens for public use, there shall be at Stansted Airport a limit on the number of occasions on which aircraft may take-off or land at Stansted Airport of 264,000 ATMs (Air Transport Movements) during any 12 calendar month period, of which no more than 243,500 shall be PATMs (Passenger Air Transport Movements) and no more than 20,500 shall be CATMs (Cargo Air Transport Movements).

ATM2 The limit in condition ATM1 shall not apply to aircraft taking-off or landing at Stansted Airport in any of the following circumstances of cases, namely:

- (a) the aircraft is not carrying, for hire or reward, any passengers or cargo;
- (b) the aircraft is engaged on non-scheduled air transport services where the passenger seating capacity of the aircraft does not exceed ten;
- (c) the aircraft is required to land at the airport because of an emergency or any other circumstance beyond control of the operator and commander of the aircraft; and
- (d) the aircraft is engaged on the Queen's flight, or on a flight operated primarily for the purposes of the transport of government Ministers or visiting Heads of State or dignitaries from abroad.

The total number of take-offs and landings by aircraft in categories (a) and (b) above combined shall not exceed 10,000 in any 12 calendar month period.

ATM3 For the purposes of condition ATM2(a) an aircraft is not to be taken as carrying, for hire or reward, any passengers or cargo by reason only that it is carrying employees of the operator of the aircraft or of an associated company of the operator. And for the purpose of condition ATM2(b) an aircraft is engaged in non-scheduled air transport services if the flight on which it is engaged is not part of a series of journeys between the same two places amounting to a systematic service.

ATM4 For the purposes of condition ATM3, a company shall be treated as an associated company of the operator of the aircraft if either that company or the operator of the aircraft is a body corporate of which the other is a subsidiary or if both of them are subsidiaries of one and the same body corporate.

ATM5 From the date of the granting of planning permission the developer shall report the monthly and moving annual total numbers of ATMs (Air Transport Movements), PATMs (Passenger Air Transport Movements) and CATMs (Cargo Air Transport Movements) in writing to the local planning authority no later than 28 days after the end of the calendar month to which the data relate.

The table below gives a guide to the classification of Air Transport Movements for the purposes of the Condition ATM 1, and the corresponding use of IATA service types

: DESCRIPTION	ATM	SERVICE TYPE
<i>Passenger or Combi</i>	Yes	C, J, Q, S
<i>Freight or Mail</i>	Yes	A, F, H, M
<i>Air Taxi – more than 10 seats with passengers</i>	Yes	V
<i>Government Charter – not VIP or Military</i>	Yes	E
<i>Transit stop</i>	Yes	O
<i>Technical stop</i>	Yes	X
<i>VIP / Diplomatic</i>	No	I
<i>Emergencies / diversions, including the subsequent departure</i>	No	R
<i>Air Ambulance</i>	No	U
<i>Military</i>	No	W
<i>General Aviation</i>	No	D
<i>Air Taxi – empty or maximum 10 seats with passengers</i>	No	N or V
<i>Positioning</i>	No	P
<i>Training</i>	No	K
<i>Air Test</i>	No	T

The table below gives a guide to the classification of Air Transport Movements for the purposes of the Condition ATM 2, and the corresponding use of IATA service types

<i>Emergencies / diversions, including the subsequent departure</i>	<i>No</i>	<i>R</i>
<i>Air Ambulance</i>	<i>No</i>	<i>U</i>
<i>Military</i>	<i>No</i>	<i>W</i>
<i>General Aviation</i>	<i>Yes</i>	<i>D</i>
<i>Air Taxi – empty or maximum 10 seats with passengers</i>	<i>Yes</i>	<i>N or V</i>
<i>Positioning</i>	<i>yes</i>	<i>P</i>
<i>Training</i>	<i>yes</i>	<i>K</i>
<i>Air Test</i>	<i>yes</i>	<i>T</i>