

## **Appendices – at 5 July**

- 1 Runway Scheduling Limits
- 2 Additional Runway Scheduling Constraints

Appendix 1 – revised 5<sup>th</sup> July 2017

**Runway Scheduling Limits Winter 2017**

Arrivals Hour (UTC)																		Average	Total
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22		
<b>Winter 2016</b>	37	38	35	43	39	40	39	43	42	41	42	42	41	40	40	38	19	38.8	659
RSL 1 Capacity change		+1			+1	-1	-1	+1	-1						+1		-1		
Pre SAL capacity change					+1	-1			+1	-1	-1	+1		+1	-1				
Post IATA capacity change																			
<b>Winter 2017</b>	37	39	35	43	41	38	38	44	42	40	41	43	41	41	40	38	18	38.8	659

Departures Hour (UTC)																		Average	Total
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22		
<b>Winter 2016</b>	27	44	43	44	43	45	42	44	43	42	44	45	44	46	37	29	24	40.4	686
Capacity change		-1	+1							+1	-1								
Pre SAL capacity change																			
Post IATA capacity change				-1	+1										+1	-1			
<b>Winter 2017</b>	27	43	44	43	44	45	42	44	43	43	43	45	44	46	38	28	24	40.4	686

**Air Transport Movement Cap**

Weekly Planning Limit: 9,232

## Appendix 2 – revised 5<sup>th</sup> July 2017

### Additional Runway Scheduling Constraints Winter 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 0610 or 0615.

#### 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 0600 and 2255 (UTC), except between 1650-1905 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0600 - 1645	1650 - 1905	1910 - 2255
Capacity	45	46	45

## Arrivals and Departures – revised 5<sup>th</sup> July 2017

- 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 August 2017. 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 2017 Capacity	37	39	35	43	41	38	38	44	42	40	41	43	41	41	40	38	18
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2017 Capacity for ad hoc recycling	0	0	33	41	39	36	36	42	40	38	39	41	39	39	38	36	16

Departures	Hour (UTC)																
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Winter 2017 Capacity	27	43	44	43	44	45	42	44	43	43	43	45	44	46	38	28	24
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2017 Capacity for ad hoc recycling	0	0	42	41	42	43	40	42	41	41	41	43	42	44	36	26	22

- 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.)