

LOCAL RULE 1

STANSTED NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES

1. INTRODUCTION

This document sets out the procedures for allocating and managing the use of Night Quota in accordance with the Night Flying Restrictions applicable at Stansted Airport.

All Flights operating at Stansted require a slot and those in the Night Planning Period need an associated night movement to be allocated. Those aircraft that are not exempt from the quota system must also have quota allocated to the slot.

The allocation of Night Movements and Quota is supplementary to the slot allocation rules set out in the EU Slot Regulation.

2. OBJECTIVES

- To manage night flying within Department for Transport (DfT) declared seasonal Night Quota limits
- To make effective use of the Night Quota limits
- Maximise the utilisation of Night Quota
- To accurately forecast and control Night Quota use
- To ensure the DfT Night Quota limits are not exceeded
- 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 contingency Night Quota for off slot operations beyond air carriers' control
- To provide for new air carriers, adhoc or additional operations where Night Quota permits

3. DEFINITIONS

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

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| ACL: | Airport Coordination Ltd, the Coordinator of Stansted Airport |
| STAL: | Stansted Airport Limited, the managing body of Stansted Airport |
| Pool: | An amount of Night Quota retained as a contingency for unplanned use by air carriers without an allocation, as determined by the Coordinator |
| Night Flying Restrictions: | Restrictions imposed by the Secretary of State for Transport under Section 78 of the Civil Aviation Act 1982 |
| Night Quota Period: | 2330 – 0600 local time. |
| Night Planning Period: | Departures 2315 – 0550 local time (inclusive) Arrivals 2320 – 0615 local time (inclusive) |
| Night Slot: | A slot during the Night Planning Period |

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| Night Quota: | The combination of the night movements and QC points available or allocated |
| QC: | Quota Count, a points rating assigned to the arrival or departure of an aircraft type based on its noise certification as defined by the UK CAA and published in the AIP Supplement. |
| Slot: | Shall have the same meaning as in the Slot Regulation |
| Slot Regulation: | Council Regulation (EEC) No 95/93 as amended by Regulation (EC) No 793/2004, and its successors |
| Slot Return Deadline: | 31 January prior to a summer season and 31 August prior to a winter season |

4. ALLOCATION OF NIGHT QUOTA

4.1 Night Quota limits and the Night Quota Period are determined by the UK Government. STAL is responsible for managing and monitoring the use of Night Quota, including approval of unplanned takeoffs or landings during the Night Quota Period. ACL is responsible for allocating Night Quota for planned operations.

4.2 ACL is responsible for determining and promulgating Night Quota allocations to operations.

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

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| Departures: | 2315-0550 local time |
| Arrivals: | 2320-0615 local time |

The allocation of Night Slots in the Night Planning Period is subject to the availability of Night Quota.

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 STAL Airfield Operations Team.

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 Stansted Airport (STAL). 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.

5. ENTITLEMENT TO NIGHT QUOTA

5.1 An air carrier that was allocated a series of Night Slots from the historic allocation (not from the pool) shall be entitled to retain the associated Night Quota in the next equivalent season, subject to the provisions of paragraph 7.3

6. NIGHT QUOTA POOL

- 6.1 The Coordinator shall set up a pool containing the Night Quota not claimed on the basis of paragraph 5.1. The pool shall contain all Night Quota permitted for the season, including any unused Night Quota carried over from the previous season.
- 6.2 Requests to operate Night Slots with a noisier aircraft type are subject to confirmation by the Coordinator and the allocation of additional Night Quota, if available.
- 6.3 All QC 2 and above certified aircraft that do not hold historic status at the end of S17 for the subsequent Summer and the end of W17 for the subsequent winter season will not be permitted to operate during the Night Quota Period. Operators with existing historic status will not be permitted to change aircraft types that exceed QC1. Any slots operated by QC 2 rated aircraft that lose historic status for any reason will be treated as a new request if reapplied for and will therefore not be permitted in the Night Quota Period.
- 6.4 STAL will reserve 10% of available movements and QC to create the Pool, the remaining Night Quota shall be allocated to requests for Night Slots in accordance with the Slot Regulation.

7. USE OF NIGHT QUOTA

- 7.1 Air carriers are expected to make all reasonable efforts to prevent flights scheduled outside of the Night Planning Period from operating within the Night Quota Period. All Night Quota used by air carriers with an allocation shall count against their allocation. Use of Night Quota by air carriers without an allocation is subject to the prior approval of STAL and shall count against the pool.
- 7.2
- a) An air carrier may transfer Night Quota from one route or type of service to another;
 - b) Where air carriers exchange Night Slots for slots outside of the Night Planning Period, the associated Night Quota allocation transfers to the air carrier holding the Night Slots after the exchange;
 - c) Where Night Slots are transferred between air carriers in accordance with the Slot Regulation, the associated Night Quota allocation transfers to the air carrier holding the Night Slots after the transfer.

All transfers and exchanges are subject to confirmation by the Coordinator in accordance with Article 8a (2) of the Slot Regulation.

- 7.3 If 80% usage of a series of Night Slots cannot be demonstrated and the series of slots is placed in the slot pool in accordance with Article 10(2) of the Slot Regulation, then the associated Night Quota is also placed in the quota pool. Operators who expect to fall below 80% due to unforeseeable circumstance as detailed in Article 10(4) of the Slot Regulation should agree this with the coordinator in order to protect their historic quota rights.
- 7.4 Positioning flights will not be allocated to new series – they will only be made available via the pool on an ad hoc non-historic basis.
- 7.5 Requests for changes to historic night flights (e.g. time changes and aircraft type changes) will only be approved where a sufficient Night Quota allocation is available to meet the required Night Quota.
- 7.6 All night movements of airlines with a historic allocation of Night Quota, will count against that airline's allocation of Movements and Noise Quota. Any further requests for night movements from airlines with a historic allocation and all night movement requests from airlines without an allocation of Night Quota, will count against the pool.

8. REALLOCATION OF NIGHT QUOTA

- 8.1 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 following any reallocation after the Slot Return Deadline
- 8.2 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. This shall not affect historic allocations.
- 8.3 ACL will undertake reviews of the Night Quota allocation and use at regular intervals.
- 8.4 From time to time, the above may be the subject of further requirements published through formal channels by DfT, by Stansted Airport Limited through a Directors Notice or NOTAM.

9. NIGHT QUOTA FROM POOL

- 9.1 The Pool will not be less than 10% of the total Night Quota for the airport.
- 9.2 The Pool can be used for operations that do not have a Night Quota allocation for 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.
- 9.3 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.
- 9.4 The airport will endeavour to allocate no more than 10 movements and/or 8 quota points per week to carriers with no Night Quota allocation between the start of season and end of June for a Summer season and between the start of season and end of December for a Winter season. Demand over and above this will be referred by ACL/Airfield Ops out of hours for review.

At the beginning of July for a Summer season and beginning of January for a Winter season the airport will determine how the remainder of the pool will be allocated.

- 9.5 Use of Night Quota from the pool is on a non-historic basis only. Use of the Pool will be subject of regular review by Stansted Airport.

10. EXHAUSTION OF NIGHT QUOTA

- 10.1 Air carriers with an allocation of Night Quota must manage their operations within this allocation. If excess use is predicted, then the air carrier must either secure a supplementary allocation of Night Quota from the pool or, if that is not possible, the Coordinator will request 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.
- 10.2 If at any time the airport as a whole is predicted to exceed the amount of Night Quota available for the season, then appropriate corrective actions shall be taken by STAL and ACL, such as:
- The allocation of new Night Slots, including ad hoc slots, may be suspended;
 - The approval of unplanned use of Night Quota from the pool may be rationed or suspended;

- Air carriers holding more Night Quota than required for their planned operations may be required to return the excess Night Quota;
 - Air carriers without an allocation of Night Quota that have used a significant amount from the pool may be prohibited from further use of Night Quota;
 - Air carriers that have exhausted their allocation of Night Quota may be prohibited from further use of Night Quota.
- 10.3 The corrective actions applied will be proportionate to the circumstances and will be lifted once use of Night Quota is predicted to be within limits.
- 10.4 Issues regarding the allocation and use of Night Quota and the application of these procedures may be discussed at meetings of the Stansted Coordination Committee.

11. REVIEW OF PROCEDURES

- 11.1 These procedures shall be reviewed, and amended where necessary, at each Coordination Committee.