

Appendix 1

Runway Scheduling Limits Summer 2019

Arrivals Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
Summer 2018	39	39	37	45	42	41	40	43	39	41	43	42	45	43	40	43	22	40.2	684
Capacity change RSL1			+2	-1	+1	-1	+1	-2	-1	+1	+1				-1		+2		
Summer 2019	39	39	39	44	43	40	41	41	38	42	44	42	45	43	39	43	24	40.4	686

Departures Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
Summer 2018	25	45	42	45	43	44	40	44	45	44	45	43	44	44	45	32	31	41.1	701
Capacity change RSL1			-1	+1		-1	+2	-1		+1	-1	+1		+1		-2	+1		
Summer 2019	25	45	41	46	43	43	42	43	45	45	44	44	44	45	45	30	32	41.3	702

Appendix 2

Additional Runway Scheduling Constraints Summer 2019

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

- 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 15th January 2018. Before ad-hoc slots can be allocated in any hour the declared capacity will reduce by one arrival and one departure. Therefore in any hour to re-allocate slots there must be a minimum of 2 cancellations for 1 ad-hoc and 3 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 2019 Capacity	39	39	39	44	43	40	41	41	38	42	44	42	45	43	39	43	24
Reduced Capacity at the hand-back deadline				-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2019 Capacity for ad hoc recycling	0	0	0	42	41	38	39	39	36	40	42	40	43	41	37	41	22

Departures	Hour (UTC)																
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Summer 2019 Capacity	25	45	41	46	43	43	42	43	45	45	44	44	44	45	45	30	32
Reduced Capacity at the hand-back deadline				-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2019 Capacity for ad hoc recycling	0	0	0	44	41	41	40	41	43	43	42	42	42	43	43	28	30

- 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.)

Appendix 3

Heathrow Terminal Scheduling Limits Summer 19

Terminal	A/D	Constraint	Coordination Limit	Upper Theoretical Limit
T2	D	Combined 1 Hour	2800	3500
		Combined 3 Hour	6800	8550
	A	International & CTA 1 Hour	2600	3900
		International & CTA 2 Hour	5100	6500
		Domestic 1 Hour	400	600
T3	D	International 1 Hour	3000	3700
		International 3 Hour	7000 (0000-1725)	8300
			6100 (1730-2359)	
	A	International 1 Hour	3500	4650
		International 2 Hour	5000	7100
T4	D	International 1 Hour	2000	2800
		International 3 Hour	4250	6000
	A	International 1 Hour	1800	2500
		International 2 Hour	3000	4300
T5	D	Combined 1 Hour	4500	5000
	A	International 1 Hour	3750	4500
		Domestic 1 Hour	950	1200

Check-in Limits

Terminal 2

Zone	Desks	Declaration
A	32	32
B	26	26
C	12	12
D	46	46

Terminal 3

Zone	Desks	Declaration
A	33	33
B	29	29
C	26	26
D	26	26
E	26	26
F	26	26
G	28	28

Terminal 4

Zone	Desks	Declaration
A	14	14
B	5	5
C	26	26
D	16	16
E	16	16
F	26	26
G	10	10
H	14	14

Terminal 3 Integrated Baggage System Limit

Coordination Limit: 33 laterals
 Upper Limit: 45 laterals

Terminal 4 Baggage System Limits

ABF Warning Limit: 44 MUPs
 Upper Limit: 56 MUPs
 MBH Warning Limit: 80 MUPs
 Upper Limit: 92 MUPs
 TBF Single Limit 10 MUPs

Appendix 4

Load Factors Summer 19

S19 Declared	T2 Domestic	T2 CTA & Int	T2 Combined	T3 International		T4 International		T5 Domestic	T5 International (+ Dom Dep)	
Day of Week	A	A	D	A	D	A	D	A	A	D
1	89%	87%	87%	85%	91%	89%	89%	89%	87%	85%
2	81%	84%	85%	83%	89%	89%	87%	85%	84%	82%
3	79%	84%	86%	80%	90%	84%	88%	83%	85%	81%
4	81%	85%	89%	83%	88%	87%	90%	80%	86%	84%
5	84%	86%	89%	87%	91%	89%	89%	84%	88%	87%
6	84%	89%	91%	88%	92%	90%	89%	87%	89%	89%
7	88%	91%	90%	89%	92%	91%	88%	85%	88%	87%

Appendix 5

Stand Limits Summer 19

Table 5.1

Total Physical Stand Supply - For Information Only, this is not the S19 Declared Stands

Summer 19										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	13	11	0	2	0	0	14	0	0	40
T3	10	19	4	4	2	1	3	0	0	43
T4	6	12	7	2	2	0	4	1	0	34
T5	15	15	10	0	4	0	15	1	0	60
Total exc. Cargo	44	57	21	8	8	1	36	2	0	177
CARGO	0	8	2	2	0	0	0	0	0	12
Total inc. Cargo	44	65	23	10	8	1	36	2	0	189

- MARS – main centrelines counted except MARS stands which are predominately used by narrow body aircraft and therefore are declared as two centre-lines, e.g.:
 - Stand 218 declared as 218L & 218R
 - Stand 221 declared as 221L & 221R
- MCA - allocated based on current predominate usage requirement:
 - Stands 415 – 420 declared as 3 x C(A321) and 1 x C(319)
 - Stands 449 – 452 declared as 2 x E
- 701 & 702 – no live movements

Table 5.2

Stand outages for construction work

Summer 19 Stand Outages for Construction Work										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	0	0	0	0	0	0	0	0	0	0
T3	0	-1	0	0	0	0	0	0	0	-1
T4	0	0	0	0	0	0	0	0	0	0
T5	0	0	0	0	0	0	0	0	0	0
Total exc. Cargo	0	-1	0	0	0	0	0	0	0	-1
CARGO	0	0	0	0	0	0	0	0	0	0
Total inc. Cargo	0	-1	0	0	0	0	0	0	0	-1

- T3: Stage 2 Cluster Works will remove one stand at a time for c. 18 months.

Table 5.3

Stand downgrades for project work and/or operational resilience

Summer 19 Stand Downgrades for Projects or Ops. Resilience										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-7	7	0	0	0	0	0	0	0	0
T3	-4	2	2	0	0	0	0	0	0	0
T4	-2	0	2	0	0	0	0	0	0	0
T5	-4	4	0	0	0	0	0	0	0	0
Total exc. Cargo	-17	13	4	0	0	0	0	0	0	0
CARGO	0	0	0	0	0	0	0	0	0	0
Total inc. Cargo	-17	13	4	0	0	0	0	0	0	0

Remote Code F stands are downgraded to Code E3 to prevent A380 remotes

- **T2:** Stands 209, 210, 212, 213, 254, 255, 258 Code F remotes restricted to Code E3
- **T3:** Stands 318 and 327 restricted to E2(747-400)
Stands 594, 595, 596 Code F remotes restricted to Code E3
- **T4:** Stands 440, 441 restricted Code E3 to E2(747-400)
Stands 453 and 454 Code F remotes restricted to Code E3

Table 5.4

Additional stand outages due to operational issues; e.g. maintenance, stand cleaning, off slot performance, etc.

Summer 19 Additional Stand Outages, e.g. Maint, Off-slot Perf.										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-1	-2	0	0	0	0	-2	0	0	-5
T3	-1	-1	-2	-1	0	-1	0	0	0	-6
T4	-1	-3	-3	-1	0	0	-1	0	0	-9
T5	-1	-1	-1	0	0	0	-1	0	0	-4
Total exc. Cargo	-4	-7	-6	-2	0	-1	-4	0	0	-24
CARGO	0	-5	0	-2	0	0	0	0	0	-7
Total inc. Cargo	-4	-12	-6	-4	0	-1	-4	0	0	-31

Additional stand outage declaration maintains a similar level of contingency to the S18 / W18 declarations:

- One Pier Served Code F stand removed in each terminal
- **T2:** Requirement as declared for S18 / W18
- **T3:** Requirement as declared for S18 / W18
- **T4:** Stands 453, 454 & 455 removed from T4 declaration for T3 south-side towing as declared for S18 / W18
Stand 456 removed due to frequent Royal Suite use
- **T5:** Requirement as declared for S18 / W18
- **Cargo:** Requirement as declared for S18 / W18. Stands 601-606 removed due to no fuel, reverse parking or GA use. 616 for resilience.

Table 5.5

S19 Total Stands Declared for Schedule Coordination

Summer 19										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	5	16	0	2	0	0	12	0	0	35
T3	5	19	4	3	2	0	3	0	0	36
T4	3	9	6	1	2	0	3	1	0	25
T5	10	18	9	0	4	0	14	1	0	56
Total exc. Cargo	23	62	19	6	8	0	32	2	0	152
CARGO	0	3	2	0	0	0	0	0	0	5
Total inc. Cargo	23	65	21	6	8	0	32	2	0	157

Note: GA capacity is declared separately.

