



ACL Guidance – Activation of Local Rule A at London Heathrow Airport during the Northern Summer 2022 season.

1. PURPOSE

The following paper provides guidance on the process to be followed following the activation of Local Rule A at Heathrow Airport.

On 11 July, Heathrow Airport informed ACL of its intention to impose a reduced terminal limit and daily ATM Cap. The introduction of a temporary capacity limit has activated the use of [Local Rule A](#) which details the process and principles to be adopted. The reduced terminal capacity aims to bring daily passengers demand to 100,000 passengers per day whereas the daily ATM cap is designed to ensure slots returned do not get reallocated.

2. SCOPE

This guidance applies Heathrow Airport for the period 25 July 2022 through to 11 September 2022.

3. CALCULATION OF REQUESTED REDUCTIONS

ACL is conscious that airlines were given the opportunity to reduce schedules by up to 30% under a UK Government Statutory Instrument. The window for reductions closed on the 8 July 2022. The introduction of these temporary declared limits means that further reductions are required.

ACL has calculated the required reductions for each of the declared capacity parameters by airlines for the period the temporary capacity declaration applies. The calculation takes the reduction required and nets off any cancellations that have already been made as part of the Department for Transport alleviation.

ACL accepts that there is no one single methodology that will satisfy all carriers. However, with the urgency of the request we have had to balance the need to act against trying to achieve a reduction that reflects the principles of Local Rule A.

Reduction Example

The Reduction is based in the coordination parameters detailed by Heathrow Airport in the activation of Local Rule A.

The seat totals were used as the declared capacity load factors have been increased to 100%. For the period 12JUL-11SEP.



The calculation was for each individual airline's total seats in any of the time periods less any seats reduced under the government 30% additional alleviation during the hand back window of 25 June 2022 to 8 July 2022.

For example: Terminal 2 airline XX held on 13 July 2020 in the period 0600-0855 300 seats less 120 seats removed under the UK government alleviation = 180 seats multiplied by the required percentage reduction for example 8% (all time periods and dates were different). The required reduction for carrier XX in that period would be 14 seats.

4. REDUCTION PROCESS

ACL has set out the number of seats that are requested to be removed from the schedule. It is for the airline to determine how to achieve the reduction which can be through seat reduction of slots and/or a cancellation(s). Any action taken should be communicated to ACL by SCR.

Should carriers wish to agree with other airlines or partners to share reductions they need send ACL the appropriate information and associated SCR messages. ACL will not seek opportunities for airlines.

5. ALLEVIATION

ACL will grant alleviation for reductions made in compliance with Local Rule A. Alleviation will only be considered for slots returned in advance of the planned operation and cancelled to comply with the Temporary Capacity.

Under the UK Slot Regulation, there is no provision that allows the coordinator to remove an allocated slot from an air carrier once it has been allocated.

Alleviation is being granted under Article 10(4)(b) of the UK Slot Regulation as both Heathrow Airport's operating procedures and Heathrow Airport's Conditions of Use requires airlines to comply with capacity reductions and any local rules or guidelines made by the Heathrow Coordination Committee. Failure to comply may result in Heathrow Airport taking further action which could include withdrawal of consent to use the airport. There is an expectation that such action would be taken to ensure that alleviation can be granted under Article 10(4)(b).

ACL's decision to grant alleviation should not be considered as a precedent for any future use of Local Rule A or any other demand/capacity reductions.

6. HISTORIC DETERMINATION

Historic determination will be in accordance with our policy which can be found [here](#).



7. UTILISATION OF SPARE CAPACITY/REINSTATEMENT OF FLIGHTS

Slots returned to ACL will be placed in the pool and reallocated on an adhoc basis. Any airline wishing to reinstate flights will be allocated slots based on the available capacity at the time the request is made. Airlines should not assume that the capacity returned will be available for them to utilise.

The baseline will be maintained to reflect the historic position prior to alleviation, however any capacity in the live schedule will be made available for schedule improvements and new adhoc requests.

All requests will be assessed against the temporary capacity limits that have been declared.

Airlines should ensure that they can secure ground handling prior to requesting slots.

8. REVIEW

ACL will continue to monitor the situation closely and will adapt our position and amend this guidance if required.