

LOCAL RULE 1

MANCHESTER AIRPORT 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 Manchester Airport.

All Flights operating at Manchester Airport require a slot and those in the Night Planning Period need an associated night movement to be allocated.

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

2. OBJECTIVES

- To manage night flying within declared seasonal Night Movement and Quota limits
- To make effective use of the Night Movement and Quota limits
- Maximise the utilisation of Night Movements
- To accurately forecast and control Night Quota use
- To ensure the Night Movement and 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 Night Slots 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 Manchester Airport |
| Adhoc Night Slot: | A slot during the Night Planning Period for positioning, GA/BA flights, one-off charters and operations, that when combined, do not constitute a series of slots. |
| GA/BA: | General and Business Aviation. |
| MA: | Manchester Airports Limited, the managing body of Manchester 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 Quota Period: | 2330 – 0600 local time. |

Night Quota Planning Period: Departures 2320 – 0550 local time (inclusive)

Night Quota Planning Period: Arrivals 2330 – 0610 local time (inclusive)

8 hour night planning period:

Departures 2245 – 0650 local time (inclusive)

Arrivals 2300 – 0715 local time (inclusive)

Night Slot: A slot during the Night Planning Period

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 an AIP Supplement.

Series Operations A series of slots is at least 5 slots allocated for the same or approximately same time on the same day-of-the-week, distributed regularly in the same season –as per IATA World Airport Slot Guidelines

Slot: Shall have the same meaning as in the UK Slot Regulation

UK Slot Regulation: EU Slot Regulations 95/93 as amended by the Airports Slot Allocation (Amendment) (EU Exit) Regulations 2019 UK Airports Slot Allocation Regulation, 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 Manchester Airport with in accordance with local planning agreements and the airport's Noise Action Plan. MA 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:

Departures: 2320-0550 local time

Arrivals: 2330-0610 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 MA 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 Manchester Airport. ACL will review the Airlines' performance and may take action including the withdrawal of historic rights in line with Article 14 (4) of the UK 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 based on paragraph 5.1. The pool shall contain all unallocated 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 MA will reserve an allowance of movements and QC each season to create the Pool. MA will review the allowance ahead of each scheduling season and will advise the Coordination Committee via the airport's Capacity Declaration of the allowance for the season ahead. The remaining Night Quota shall be allocated to requests for Night Slots in accordance with the UK Slot Regulation, subject to historic slot rights.

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.

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 UK 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 to protect their historic quota rights.

7.4 Operators are requested to limit use of ad hoc night quota for positioning flights to an absolute minimum wherever possible, re-scheduling such movements outside the night period. Positioning flights will not be allocated to new series – they will only be made available via the pool.

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. Night movements of 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 more than their total planned requirement to the pool. This shall not affect historic allocations.

8.3 ACL will undertake reviews of the Night Movement and 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 Manchester Airport Limited through an Operational Advice Notice (OAN).

9. NIGHT QUOTA FROM POOL

9.1 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.

9.2 The pool cannot be used for operations that are deemed to be a series of flights.

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 up to 10 movements or 8 QC points per week (Monday to Sunday) to carriers with no Night Quota. At the beginning of July for a Summer season and beginning of January for a Winter season the airport will determine the number of movements per week that will be allocated for the remainder of that given

season to ensure full utilisation without exceeding the Night Quota limit. For the avoidance of doubt the number of movements and QC points may be less than 10 and 8 respectively.

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 Manchester 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 is predicted to exceed the amount of Night Quota available for the season, then appropriate corrective actions shall be taken by MA 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 any further use of night operations. For clarity, all off-scheduled operations falling into the night quota period will count towards an Air Carriers' allocation.

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 Manchester Airport Coordination Committee.

11. REVIEW OF PROCEDURES

11.1 These procedures shall be reviewed, and amended where necessary, and discussed at the Manchester Airport Coordination Committee Meeting.