

## LOCAL GUIDELINE 1

### BRISTOL AIRPORT SLOT ALLOCATION AND NIGHT RESTRICTIONS MANAGEMENT

#### 1 INTRODUCTION

1.1 This document sets out guidelines for the allocating slots at Bristol Airport during the Coordinated Period, and for allocating and managing the use of Night Quota in accordance with the Night Restrictions applicable at Bristol Airport. It is supplementary to the slot allocation rules set out in the EU Slot Regulation.

#### 2 OBJECTIVES

- To manage night flying within the seasonal Night Quota limits
- To make best use of available Night Quota
- To accurately forecast and control Night Quota use
- 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 for off-schedule operations beyond air carriers control
- To provide for new air carriers or additional operations where Night Quota permits

#### 3 DEFINITIONS

3.1 In these guidelines the following words shall have the following meanings:

- |    |                              |  |
|----|------------------------------|--|
| a) | ACL                          | Airport Coordination Limited, acting as the Coordinator of Bristol Airport during the Coordinated Period, and as the Schedules Facilitator at other times. |
| b) | BRS                          | Bristol Airport Limited, the managing body of Bristol Airport  |
| c) | EU Slot Regulation           | Council Regulation (EEC) No 95/93 as amended by Regulation (EC) No 793/2004, and its successors  |
| d) | Air Transport Movement (ATM) | A landing or takeoff of aircraft engaged on the transport of passengers, freight or mail on commercial terms.  |
| e) | Night Restrictions           | Restrictions on Bristol Airport's night operations contained in the airport's planning permission of February 2011   |
| f) | Coordinated Period           | 23:00 to 06:59 local time during a summer season<br>* based on slot times (on/off block times)   |
| g) | Night Quota Period           | 23:30 to 06:00 local time<br>* based on landing and takeoff times  |
| h) | Night Planning Period        | Departures 23:15 to 05:50 local time (inclusive)<br>Arrivals 23:30 to 06:10 local time (inclusive)<br>* based on slot times (on/off block times)           |
| i) | Slot                         | Shall have the same meaning as in the EU Slot Regulation   |

j)	Night Slot	A slot, available or allocated, during the Night Planning Period
k)	Night Movement	An aircraft landing or takeoff during the Night Quota Period
l)	QC	Quota Count, a points rating assigned to the landing or takeoff of an aircraft type based on its noise certification
m)	Night Quota	The combination of the night movements and QC points available, allocated or used
n)	Night Quota Limit	The maximum amount of Night Quota available for allocation in a season
o)	Baseline Limit	The Night Quota Limit available for the allocation of series of slots eligible for historic precedence
p)	Operational Limit	The Night Quota Limit available for the allocation of slots in the Live Schedule
q)	Live Schedule	The ACL seasonal flight schedule reflecting all planned operations
r)	Baseline Schedule	A version of the ACL seasonal flight schedule, created on the Historic Baseline Date and maintained thereafter, which reflects the underlying series of slots eligible for historic precedence, excluding ad hoc cancellations, additions and changes.
s)	Pool	The remaining Night Quota available for allocation or use within the Operational Limit
t)	Historic Baseline Date	31 January for the following summer season
u)	Initial Coordination	The process of initial slot allocation for a scheduling season, occurring in October prior to a summer season
v)	Historic Precedence	The principle whereby airlines are entitled to a series of slots that were operated at least 80% of the time during the period allocated in the previous equivalent season

#### **4 COORDINATION PROCESS**

4.1 Bristol Airport is designated as a 'coordinated' (IATA Level 3) airport in summer seasons between the times 23:00 and 06:59 local time (the "Coordinated Period"). At other times during a summer season and at all times during a winter season the airport is designated as a 'schedules facilitated' (IATA Level 2) airport.

4.2 Subject to paragraph 4.4, all air carriers and other aircraft operators must have a slot allocated by ACL prior to operating during the Coordinated Period.

4.3 For operations outside of the Coordinated Period, operators of Air Transport Movements (ATMs) are required to submit schedule details to ACL and to cooperate in making schedule adjustments requested by ACL to avoid exceeding the airport's declared coordination parameters.

4.4 The following operations do not require an allocated slot prior to operating during the Coordinated Period:

- a) State flights, emergency landings and humanitarian flights (by virtue to Article 2g of the EU Slot Regulation)
- b) ATMs planned to operate outside of the Coordinated Period but which operate in the Coordinated Period due to operational delays, subject to slot monitoring and, where applicable, approval under paragraph 6.42.

Paragraph (b) does not apply to non-ATM operations (eg, GA/business aviation, empty positioning flights, training flights, and technical flights). All such operations must have an allocated slot prior to operating during the Coordinated Period, including flights originally planned to operate outside of the Coordinated Period.

4.5 All slot requests should be addressed to ACL during office hours. Outside of ACL's office hours, for urgent slot requests, operators must contact the Bristol Airport Airfield Operations Team.

## 5 NIGHT QUOTA ALLOCATION PROCESS

5.1 The maximum permitted Night Quota available for use each season, as set out in the Night Restrictions, is:

Season	Movements	QC Points
Summer	3000	1260
Winter	1000	900

5.2 The Night Quota Period (23:30 to 06:00 local time) is based on runway takeoff and landing times. Slots are allocated based on on/off block times. To take account of typical taxi times, the Night Planning Period is:

Departures	23:15 to 05:50 local time (inclusive)
Arrivals	23:30 to 06:10 local time (inclusive)

5.3 BRS is responsible for declaring Night Quota Limits, defining the maximum amount of Night Quota available for allocation each summer season. The QC point component of the Night Quota Limits shall include QC points borrowed from adjacent winter seasons within the seasonal flexibility permitted under the airport's Night Restrictions.

5.4 Under the EU Slot Regulation, air carriers are permitted to make ad hoc cancellations to a series of slots whilst still retaining historic precedence to that series of slots (subject to the 80% 'use it or lose it' rule). To ensure full use of the available Night Quota, the Night Quota Limits shall be declared at two levels:

- a) Baseline Limit – the Night Quota available for the allocation of series of slots eligible for historic precedence

- b) Operational Limit – the Night Quota available for the allocation of slots in the Live Schedule, taking account of ad hoc changes

The Operational Limit should be set at a level to preserve an operational pool for unplanned night movements during the season, taking account of historic patterns of off-schedule operations and demand for ad hoc night operations. The Baseline Limit should be set at a level above the Operational Limit, taking into account typical patterns of ad hoc cancellations to series of slots. Both the Baseline Limit and Operational Limit should be reviewed each season in light of actual Night Quota use.

5.5 Night Slots shall be allocated by ACL in accordance with the EU Slot Regulation and within the declared Night Quota Limits as follows:

a) *Prior to the Historic Baseline Date:*

- i. The allocation of Night Slots is subject to availability against the Baseline Limit.
- ii. During Initial Coordination, priority shall be given to requests for Night Slots made on the basis of historic precedence.
- iii. Requests for ad hoc slots (not forming part of a series of slots) will not normally be allocated prior to the Historic Baseline Date.

b) *After the Historic Baseline Date:*

- i. The allocation of all Night Slots is subject to availability in the Live Schedule against the Operational Limit.
- ii. The allocation of a new series of slots eligible for historic precedence is subject also to availability in the Baseline Schedule against the Baseline Limit.
- iii. If there is availability for a new series of slots in the Live Schedule against the Operational Limit but not in the Baseline Schedule against the Baseline Limit, such series of slots may be allocated on a non-historic basis (without eligibility for historic precedence).

5.6 Allocation of Night Quota:

- a) Air carriers allocated a series of Night Slots will be given an allocation of Night Quota equal to the number of night movements and QC points associated with the allocated Night Slots in the Live Schedule.
- b) Air carriers and other aircraft operators allocated only ad hoc Night Slots will use Night Quota from the Pool.

5.7 Restrictions on noisier aircraft types:

- a) Aircraft types with a QC classification of 4 are not permitted to land or takeoff between 23:00 and 06:00 local time, and shall not be allocated slots or scheduled during the following periods (based on on/off block times):

Departures	not between 22:45 to 05:50 local time (inclusive)
Arrivals	not between 23:00 to 06:10 local time (inclusive)

b) Aircraft types with a QC classification of 8 or 16 are not permitted to land or takeoff between 23:00 and 07:00 local time, and shall not be allocated slots or scheduled during the following periods (based on on/off block times):

Departures	not between 22:45 to 06:50 local time (inclusive)
Arrivals	not between 23:00 to 07:10 local time (inclusive)

## **6 USE OF NIGHT QUOTA**

6.1 All air carriers and other aircraft operators are expected to make all reasonable efforts to prevent flights planned to operate outside of the Night Planning Period from operating within the Night Quota Period (“unplanned use”).

6.2 All unplanned use of Night Quota is subject to prior notification and the approval of the BRS Airport Duty Manager.

6.3 All Night Quota used by air carriers with an allocation of Night Quota shall count against that air carrier’s allocation.

6.4 All Night Quota used by air carriers or other aircraft operators without an allocation of Night Quota shall count against the Pool. Such operations are subject to the prior allocation of Night Slots, unless the exemption of paragraph 4.4(b) applies.

6.5 If at any time during the season Night Quota use is predicted to exceed the limits of the airport’s Night Restrictions, then appropriate corrective actions shall be taken by BRS and ACL such as:

- The allocation of new Night Slots, including ad hoc slots, may be rationed or suspended
- Air carriers with an allocation of Night Quota that are overusing this allocation on a pro rata basis may be required to take corrective action to reduce or eliminate the overuse
- Air carriers or other aircraft operators without an allocation of Night Quota that have made significant unplanned use of Night Quota may be prohibited from further use of Night Quota
- The approval of unplanned use of Night Quota may be rationed or suspended

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.

## **7 APPLICATION OF THESE GUIDELINES**

7.1 Issues regarding the application of these guidelines may be discussed at meetings of the Bristol Airport Coordination Committee.

7.2 The review and amendment of these guidelines shall be the responsibility of the Bristol Airport Coordination Committee.