

Summer 25 Appendices

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Appendix 1

Runway Scheduling Limits Summer 25

Arrivals Hour (UTC)																		Average	Total
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21		
Summer 2024	39	38	40	46	43	40	42	43	41	39	42	40	44	42	39	40	28	40.4	686
Capacity change RSL1																			
Summer 2025	39	38	40	46	43	40	42	43	41	39	42	40	44	42	39	40	28	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 2024	27	41	45	46	41	45	44	42	45	44	46	42	45	46	45	27	31	41.3	702
Capacity change RSL1												+1	-1		-1		+1		
Summer 2025	27	41	45	46	41	45	44	42	45	44	46	43	44	46	44	27	32	41.3	702

Appendix 2

Additional Runway Scheduling Constraints Summer 25

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 (UTC).

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**.
- 4 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 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 25

Terminal	A / D	Constraint	S25 Coordination Limit
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T2	D	Combined 1 hour	3,000
		Combined 3 hours	8,200
	A	International & CTA 1 hour	3,900
		International & CTA 2 hours	6,500
		Domestic 1 hour	600
Terminal	A / D	Constraint	S25 Coordination Limit
T3	D	International 1 hour	3,700
		International 3 hours	8,300
	A	International 1 hour	4,650
		International 2 hours	7,100
		Terminal	A / D
T4	D	International 1 hour	2,200
		International 3 hours	4,500
	A	International 1 hour	2,500
		International 2 hours	4,300
		Terminal	A / D
T5	D	Combined 1 hour	5,000
	A	International 1 hour	4,500
		Domestic 1 hour	1,200

Following consultation at the Terminal Scheduling Limits (TSL) Working Group, the S25 Terminal limits have been agreed.

Check-in Limits – Summer 25

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	30	30
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

*Reflects RHS baggage system not in use since W23 declaration resulting in lack of Zone G to avoid increasing evening peak

Terminal 3 Integrated Baggage System Limit

Coordination Limit: 33 laterals

Upper Limit: 40 laterals

Terminal 4 Baggage System Limits

Ancillary Baggage Facility (ABF) Warning Limit: 44 MUPs

Upper Limit: 56 MUPs

Main Baggage Hall (MBH) Warning Limit: 80 MUPs

Upper Limit: 92 MUPs

Transfer Baggage Facility (TBF) Single Limit: 10 MUPs

Appendix 4

Load Factors - Summer 25

S24 Declared	T2 Domestic	T2 CTA & International	T2 Combined	T3 International		T4 International		T5 Domestic	T5 International (& Domestic Departure)	
Day of Week	A	A	D	A	D	A	D	A	A	D
1	89%	88%	89%	87%	91%	90%	90%	87%	87%	86%
2	83%	85%	87%	85%	90%	90%	88%	83%	86%	83%
3	80%	85%	87%	83%	91%	86%	88%	82%	86%	83%
4	81%	86%	91%	86%	89%	89%	90%	80%	87%	85%
5	85%	87%	90%	90%	92%	89%	90%	83%	89%	88%
6	86%	90%	92%	90%	93%	91%	90%	87%	90%	89%
7	89%	91%	91%	90%	92%	90%	89%	85%	89%	88%

Appendix 5

Stand Limits Summer 25

Table 5.1

Total Physical Stand Supply - for information only, this is NOT the S25 Declared Stands

Summer 25 - Stand Supply										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	12	9	0	2	0	0	14	0	0	37
T3	14	20	1	5	1	1	3	0	0	45
T4	6	13	6	2	2	0	4	1	0	34
T5	15	15	13	0	4	0	15	1	0	63
Total exc. Cargo	47	57	20	9	7	1	36	2	0	179
CARGO	3	5	2	2	0	0	0	0	0	12
Total inc. Cargo	50	62	22	11	7	1	36	2	0	191

- MARS: main centrelines counted except MARS stands which are predominately used by narrow body aircraft and therefore declared as 2 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
- Stands 701 & 702: no live movements

Table 5.2

Stand outages for construction work

Summer 25 - 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	-1	-1	0	0	0	0	-1	0	0	-3
T3	-2	0	0	0	0	0	0	0	0	-2
T4	0	0	0	0	0	0	0	0	0	0
T5	-1	0	0	0	0	0	0	0	0	-1
Total exc. Cargo	-4	-1	0	0	0	0	-1	0	0	-6
CARGO	0	0	0	0	0	0	0	0	0	0
Total inc. Cargo	-4	-1	0	0	0	0	-1	0	0	-6

- 2 T2 stands (1 code F & 1 code C) closed for PCA replacement works (rolling)
- Stand 258 closed to facilitate runway resurfacing project
- Stand 209 (allocated to T3 for coordination purposes) closed to accommodate planned demolition of Terminal 1 / T2 BRF
- 1 T3 stand removed for asset replacement works (rolling)
- 1 T5 stand removed for asset replacement works (rolling)

Table 5.3

Stand downgrades for project work and/or operational resilience

Summer 25 - Stand Downgrades for Projects and/or Ops Resilience										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-3	3	0	0	0	0	0	0	0	0
T3	-7	4	2	1	0	-1	1	0	0	0
T4	-2	2	0	0	0	0	0	0	0	0
T5	-3	3	0	0	-1	0	1	0	0	0
Total exc. Cargo	-15	12	2	1	-1	-1	2	0	0	0
CARGO	-1	1	0	0	0	0	0	0	0	0
Total inc. Cargo	-16	13	2	1	-1	-1	2	0	0	0

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

- **T2:** Stands 254, 255, 258 Code F remotes restricted to Code E3

- **T3:** Stands 210, 212, 213 Code F remotes restricted to E3
 Stands 318, 327, 331 restricted to E2(747-400)
 Stands 357, 594, 595, 596 Code F remotes restricted to Code E3

- **T4:** Stands 453 and 454 Code F remotes restricted to Code E3

- **T5:** Stands 558, 575, 576 Code F remotes restricted to Code E3
 Stand 581 downgraded due to de-icing facility (VADER) refurbishment

- **Cargo:** Stand 608 restricted (code F to code E3)

Table 5.4

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

Summer 25 - Additional Stand Outages e.g. Maintenance, Off-Slot Performance										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-1	0	0	0	0	0	-2	0	0	-3
T3	-1	-3	0	-1	0	0	0	0	0	-5
T4	-1	-1	0	-1	0	0	-1	0	0	-4
T5	-1	-2	0	0	0	0	-1	0	0	-4
Total exc. Cargo	-4	-6	0	-2	0	0	-4	0	0	-16
CARGO	0	-5	0	-2	0	0	0	0	0	-7
Total inc. Cargo	-4	-11	0	-4	0	0	-4	0	0	-23

Additional stand outage declaration maintains a similar level of contingency to the S24/W24 declarations:

- 1 Pier Served Code F stand removed in each terminal
- Contingency stands removed for operational issues
- **Cargo:** Requirement as declared for S24/W24. Stands 601-606 removed due to no fuel, reverse parking or GA use. Stand 616 for resilience.

Table 5.5

S24 Total Stands Declared for Schedule Coordination

Summer 25 - Declared Stands										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	7	11	0	2	0	0	11	0	0	31
T3	4	21	3	5	1	0	4	0	0	38
T4	3	14	6	1	2	0	3	1	0	30
T5	10	16	13	0	3	0	15	1	0	58
Total exc. Cargo	24	62	22	8	6	0	33	2	0	157
CARGO	2	1	2	0	0	0	0	0	0	5
Total inc. Cargo	26	63	24	8	6	0	33	2	0	162

Note: GA capacity is declared separately (see Appendix 6)

Appendix 6

Additional Constraints and Explanatory Notes

S25 Runway Scheduling Limits

The RSL Working Group has agreed to re-consider any flex requests that were considered but not accepted at the RSL meeting, prior to the circulation of the SAL (Schedule Airline Listing) in late October and again after the IATA conference in mid-December 2024. These wish lists would all have been received by ACL before the first RSL meeting.

New or Retimed Slots After 22:40 (local)

To minimise the unplanned use of scarce night allocation movements due to delayed operations, no new or retimed services shall be allocated slots later than 22:40 (local) without a proportionate allocation of night quota - if such quota is available for allocation. If no such quota is available, relative to the forecast use for the airline, then no slots shall be allocated.

ATM Cap

A cap on the annual number of Air Transport Movements (ATMs) at Heathrow of 480,000 was introduced as a planning condition for the development of T5. In order not to exceed this level, a limit on the number of slots that may be allocated for air transport movements during the Summer 25 season, is set at 9,686 per week.

Additionally, after the slot hand back deadline in, the total seasonal number of air transport movements allocated should not exceed 283,357.

Night Flight Restriction

Aircraft of Quota Count 4 (QC4) will not be scheduled to operate between 23:30 and 06:00 (local) i.e., in the night quota period.

(This applies to Scheduled times only and does not apply to flights which have been delayed into the night period.)

Voluntary Agreement on Night Flights

The informal voluntary agreement between Heathrow and the Heathrow airlines regarding night flights is:

- Early morning arrivals will not land before 04:30 (local).

(This does not apply to arrivals delayed from the day before. However, if they have been subject to such severe delays that a further delay to ensure that they arrive after 04:30 would make little difference, the Airside Operations Duty Manager may decide to refuse permission for an arrival before 04:30.)

- Cargo flights will not be scheduled to operate between 23:30 and 06:00 (local).

(This applies to Scheduled times only and does not apply to flights which have been delayed into the night period.)

Terminal Declarations

As throughput increases, it becomes increasingly difficult to encapsulate the complicated nature of each operational/facility constraint within a simple declared capacity limit for each terminal. We appreciate your continued cooperation in assessing the full impact of scheduling changes, notably new entrant airlines and significant changes from existing carriers, including slot exchanges.

Following consultation at the Terminal Scheduling Limits (TSL) meeting, S25 Terminal limits have been agreed.

Heathrow will continue to declare limits for the Terminals 3 and 4 Baggage Systems.

Heathrow will continue to declare limits for check-in in Terminals 2, 3 and 4.

Operational Capability

Heathrow's capacity declaration is based on the capability of the airport's infrastructure assuming normal operating conditions, that facilities are fully staffed to meet demand, and that facilities like check-in desks and aircraft stands are allocated efficiently.

All airlines should be able to operate on the declared capacity within their allocated terminal(s), e.g., able to operate from all aircraft valid stands in the terminal declaration.

A380 Reclaim Belts

Heathrow has several A380 flights operating at the airport. Although the seat capacity and transfer volumes of the A380 flights varies, in general a larger reclaim belt is required for an A380 operation.

With agreement at the TSL Working Group, Heathrow declares a limit on the number of A380 flights arriving within 60 minutes in Terminals 2, 3 and 4.

Based on assessments of what is suitable for an A380 operation, Heathrow declare the following arrivals reclaim capacity for A380 operations, in a rolling hour:

Terminal	Reclaim Belts declared suitable for A380 operations
T2	6
T3	3
T4	3

Any breaches of this limit should be referred to Heathrow Airport to assess the individual flight to take account of seat capacity and transfer volumes.

Transit Flights

Transit flights require all passengers to be processed through transfer security unless held in transit gate lounges. Due to the resulting peak passenger flows this has a disproportional impact on transfer security capacity. It is, therefore, important to separate transit flights to enable them to use the limited transit gate facilities or to limit

the impact on transfer security.

Therefore, only one transit flight should be scheduled in each terminal within any 90-minute period. This limit is to be enforced for new transit flights.

Stands

Stand capacity is a critical constraint at Heathrow. Modelled stand demand versus available supply will continue to constitute a formal co-ordination parameter for each apron for S25. Stand supply needs to be assessed at terminal level across all campuses. Where any breaches of terminal stand declarations occur, Heathrow request that ACL either seek airline scheduling adjustments to resolve any overages, or refer the overage to Heathrow for assessment, to determine if a solution can be found within the constraints of the apron concerned.

As agreed at the TSL meeting in September 2024 remote stands 209, 210, 211, 212 and 213 will be allocated to Terminal 3 for coordination purposes.

In addition, remote stands 590, 591 and 592 will be allocated to Terminal 5 for coordination purposes.

Modelling of capacity at Heathrow has shown that to ensure aircraft flow is maintained effectively it will be necessary to use other terminals' stands for aircraft from Terminal 3. This will increase the volume of towing movements which may in turn cause congestion on associated taxiways. In mitigation, Heathrow must ensure as part of the co-ordination process that the likelihood of this is minimised, and not exacerbated, by changes to slot allocations or timing.

We ask you to be mindful of the need to minimise carriers' ground time in the peak period and give this a high priority in the allocation of available runway slots.

Domestic, CTA, International Stand Capacity

There is a need for the schedule coordination process to consider domestic, CTA, and international stands capacity individually.

As previously, we request that ACL carry out high level assessments that differentiate domestic, CTA, and international demand against capacity in Terminals 2 and 5. The assessment is to be carried out at Initial Coordination, after the IATA Conference, and after the slot hand-back deadline. The results are to be shared with Heathrow. This will enable a trigger for early notification of issues and prompt any actions required to address the problems, including potential re-timing of slots.

Aircraft Parking at Heathrow Airport Outside Scheduled Turnaround Periods

It has become apparent that several away based carriers have elected to cancel flights during planned holiday periods and park their aircraft at Heathrow outside of their scheduled turnaround periods. This practice, in conjunction with the current programme of construction works limiting stand capacity, causes congestion at the airport and has

negative impact on airport operations over an extended period.

Until construction works affecting stand capacity are complete airlines should not leave aircraft parked at Heathrow Airport outside scheduled turnaround periods. (Also see General Aviation below.)

New / Unproven Aircraft Types

To avoid potential operational issues, we request that ACL refers to Heathrow for individual review any applications for aircraft to operate in any terminal / facility which they have not operated previously; an example of which is the Boeing 777-X

General Aviation (GA) Stand Capacity

To ensure GA stand demand does not exceed supply, a separate stand capacity limit is required.

Declarations will make a distinction between GA stands capable of servicing live movements and stands capable of parking tows only. Assessments carried out should therefore be able to distinguish between stand demand that requires live stands and demand that can be decanted to parking only stands.

5 stands are required for GA parking and 2 for GA live movements

- GA parking = 3 x narrow body and 2 x wide body
- GA live = 2 x Code C or 1 x Code E3

Summer 25 - GA									
	F	E3	E2 (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	Total
Live*		1					2		2x code C or 1x code E3
Parking Only		2					3		5

**Stands 457 (L&R) will be used for live GA movements and can either be used by 2 x Code C A321 or 1 x Code E3. For red carpet movements Stand 458 (E3) can be used. Live aircraft that are not using the red carpet, will most likely arrive/depart from Stand 456 or another of the 450s stands.*

GA stand declarations only impact cargo stands capacity i.e., cargo is reduced by 3 narrow body stands. Other stands declared as GA were already previously excluded from capacity declarations.

Peak periods will require the following restrictions to GA Parking (only applicable for Winter Season):

- Thanksgiving: no GA Parking (live declaration unaffected) from 2 days before until 2 days after
- Christmas: no GA Parking (live declaration unaffected) 21 - 27 December inclusive.
- New Year: no GA Parking (live declaration unaffected) 29 December - 2 January inclusive.