

LOCAL RULE 3

ADMINISTRATION OF THE BRISTOL AIRPORT PASSENGER AIR TRANSPORT MOVEMENT CAP

1. POLICY

In accordance with Planning Condition 5 (see annex 1)¹, the number of passengers at Bristol Airport shall be limited to 12 million each calendar year.

2. DEFINITIONS

In this document the following words shall have the following meanings:

ACL:	Airport Coordination Ltd, the appointed independent Coordinator of Bristol Airport
Ad Hoc:	a slot that does not form part of a series of slots as defined in Article 2(k) of the Slot Regulation, and is not eligible for historic precedence in subsequent seasons
Operational Budget	Additional pool of PATMs above the Planning Limit that are available for allocation to Ad Hoc services
PATM:	An arriving or departing Passenger Air Transport Movement coordinated. This includes the following IATA service types: B, C, D, G, J, L, N, O, Q, R, S.
PATM Seat Allocation	The total number of seats allocated which have been coordinated during the scheduling season by ACL
PATM Seat Limit	The total number of seats which can be coordinated by ACL across all PATMs coordinated that contribute to historical precedence (Contributes to the Planning Limit) within the scheduling season, as declared by BAL.
Planning Condition	Planning condition 5 limiting the annual number of arriving and departing passengers measured over a period 01 January to 31 December each year limiting the number of passengers to 12 million per annum.
Planning Limit	The maximum number of seats available for allocation to regularly scheduled services that are eligible for historic precedence in subsequent seasons.
Register	The "Register of PATM Seat Allocations" (refer to paragraph 4.2).
BAL:	Bristol Airport Ltd, the managing body of Bristol Airport

HBD:	Historic Baseline Date, the reference date used for the application of the utilisation threshold (80/20 or other rate as stipulated in the Slot Regulation at the time of application). 31 January for the following Summer scheduling season and 31 August for following Winter scheduling season.
UK Slot Regulation:	Airports Slot Allocation (Amendment) (EU Exit) Regulations 2021 of December 2021 amending Council Regulation (EEC) No 95/93 on common rules for the allocation of slots at United Kingdom airports as amended including by EU Regulation 2020/459 of 30 March 2020 and by Commission Delegated Regulation 2020/1477 of 14 October 2020
Year:	the period between 1 January and 31 December inclusive each year

INTRODUCTION

Bristol Airport is subject to planning condition 5 which limits the annual number of passengers (measured over a 12-month basis between 01 January through to 31 December). To adhere to the condition, Bristol Airport Limited are required to manage the number of passengers arriving and departing and may declare a restriction on the total number of scheduled passenger passengers during a scheduling season. This document sets out the procedures for managing the passenger limit to ensure compliance with the Planning Conditions.

This limit applies to all flights that utilise the airport including General Aviation but exclude air crew.

A PATM Seat limit based on 100% load factor. Demand will be based on the information provided by airlines during the scheduling process against a declared limit. This is designed to ensure the declaration process reflects the Planning Condition. Within the PATM Seat limit is allocation at Operator level as a secondary measure to ensure a robust process is in place to prevent a breach of the Planning Condition at a more granular level.

3. SCHEDULING LIMITS

- 3.1 In accordance with Article 6 of the Slot Regulation, BAL is responsible for declaring limits on the number of PATMs that may be scheduled at the airport and complying with the reporting requirement of Condition 5. ACL is responsible for allocating slots to PATM services within these limits.
- 3.2 BAL is responsible for the ongoing forecasting of annual passenger numbers to ensure that it adheres to the Planning Condition. BAL will declare a PATM Seat and Limit which will be the maximum number of seats and passengers that can be coordinated in a given season. This declaration may be different to the Planning Condition having taken into account of estimated number of cancellation, aircraft gauge changes and estimated variations in load factors across a given season.

- 3.3 The **Planning Limit** is the maximum number of seats available for allocation to regularly scheduled services that are eligible for historic precedence in subsequent seasons. The Planning Limit is declared by BAL as part of the normal capacity declaration process and in advance of the initial coordination of each season and will be regularly reviewed. The Planning Limit will take into account the number of historic seats and may include a 'utilisation factor' to take account of variations in traffic during the season and expected levels of actual seat utilisation.
- 3.4 The **Operational Budget** is an additional pool of PATMs above the Planning Limit that are available for allocation to Ad Hoc services. The Operational Budget is declared by BAL after the HBD but in advance of each season. It is regularly reviewed throughout the season and adjusted based on the planned and actual number of PATMs in the Year to maximise the use of permitted PATMs and to prevent any breach.
- 3.5 Since the PATM condition is applied over a calendar Year, the Operational Budget for the winter season is declared in two periods. The first period from the start of the winter season to 31 December, and the second period from 1 January to the end of the winter season.

4. ALLOCATION PROCESS

- 4.1 Slots are allocated in accordance with the UK Slot Regulation. Slots allocated as part of a series are subject to availability within the seasonal Planning Limit. Ad Hoc slots are allocated within the Operational Budget.
- 4.2 PATMs will be allocated as follows:
- a. Prior to each coordination cycle, individual airlines are advised of their historic slots and PATM seat entitlement, which can be used for the subsequent equivalent season. Historic PATMs will be calculated based on number of historic slots held in previous equivalent season on a 1-for-1 basis.
 - b. BAL will declare the PATM Seat Planning Limit as part of the airport's seasonal Capacity Declaration.
 - c. At Initial Coordination, ACL will coordinate and allocate slots and PATMs in accordance with the UK Slot Regulation.
 - d. At HBD, ACL will advise airlines of the number of PATMs held in the Baseline. These PATMs will form the basis of historic entitlement in the next equivalent season, subject to them being operated as allocated and meeting the utilisation threshold for each series.
 - e. If a series of slots is cancelled, without justification under Article 10.4 of the Slot Regulation, then the airline's PATM allocation reduces accordingly, and likewise if additional series of slots are allocated within the Planning Limit then the airline's PATM allocation increases on a 1-for-1 basis.
 - f. After the HBD, BAL will declare the Operational Budget available for allocation to Ad Hoc services.
 - g. To ensure that the Operational Budget is fairly allocated during the Year, BAL may apportion the available PATMs on a weekly or monthly basis.
 - h. The Operational Budget will be allocated fairly between different types of Ad Hoc services (general and business aviation and ad hoc flights by airlines, etc) and in accordance with the UK Slot Regulations.

- i. Slots will be allocated within the Seat limits, when the seat limit is breached the seat element of the slot will be reduced to fit within capacity, this could be zero seats. This means the runway and night quota element of the slot is secured but PATM and terminal capacity is not.
- j. ACL will make regular reviews of airlines individual seat quota and adjust inline with seat volumes held.
- k. ACL will maintain a register of quota vs allocation, airlines can request to view the register at any time.
- l. Changing the parameters of the slot such as aircraft up gauge for more that 50% of the series held at HBD, may result in a historic change of slot for the subsequent equivalent season.
- m. Carriers impacted by a change in historic as a result of the above, but operated 80% or more of the total PATM held at HBD in that season, may request to up gauge aircraft at initial submission for the subsequent equivalent season if so required. The coordinator may take into account the utilisation of total PATM in the previous season when coordinating aircraft change requests at initial coordination along with all other additional criteria as detailed in the Worldwide Airport Slot Guidelines as published at the time of allocation.

5. OVERUSE PROVISION

- 5.1. The Operational Budget will be reviewed regularly during the Year and may be increased or decreased based on actual and predicted use of PATMs against the Planning Condition limit in order to prevent a breach.
- 5.2. If management of the Operational Budget appears insufficient and there is a risk of a breach during the Year, the Coordination Committee shall hold Extraordinary General Meeting to agree appropriate measures to avert a breach.
- 5.3. To prevent a breach, airlines may be required to make proportionate flight cancellations to reduce the use of PATMs within limits.
- 5.4. If a breach is expected seats returned to the pool during the year may be protected and not reallocated.

6. REVIEW

This local rule can be reviewed to assess its effectiveness in delivering management of the PATM at the request of the majority of members of the Coordination Committee.

ANNEX 1 THE PATM CONDITION

- Condition 5) The total passenger throughput at Bristol Airport shall not exceed 12 million passengers per annum to be taken from 1 January to 31 December in any calendar year. Total passengers shall include all passengers resulting from arrival and departure flights. The airport operator shall, within 12 months of the date of the planning permission, provide details to the Local Planning Authority for its approval which sets out how it will establish total passenger number and the steps it will take to ensure that no more than 12 mppa throughput will occur and steps that it will take to remedy any such breach. Once approved, those details shall be implemented and retained until superseded by any subsequently approved details.

THE BRISTOL PATM CAP FAQs

These FAQs are for general guidance only and do not form part of Local Rule

When does the PATM Cap take effect?

The planning condition applies from the start of Northern Summer 26 (NS26) season.

Is there scope to increase or remove the cap?

The PATM Cap is a process to manage the 12 million cap within the Section 106. To change or remove the cap would require a planning application. BAL plan to submit an application to increase ATM and PATM at the end of 2025.

How is the Annual Planning limit managed across seasons?

Although the Planning Limit is an annual limit, BAL will declare the split between Summer and Winter as part of the Capacity Declaration.

Any unused PATMs on 31 December cannot be carried forward into the next year and will therefore be lost.

What is done to prevent an overrun?

If an overrun is anticipated, the Operational Budget may be suspended so no further ad hoc PATMs will be allocated slots until the airport is back on budget. If the airport remains at risk of a breach, airlines will be asked to assist by cancelling PATM services on a voluntary basis. The coordinator may take account of these circumstances when applying the use-it-or-lose-it rule. The airport will seek alternative measures to reduce movements to comply with the planning condition if the voluntary solution is not effective.

What happens if a breach actually occurs?

There is no option for a breach to occur and BAL will need to act accordingly to prevent a breach. The Planning Limit may be reduced to prevent another breach, and any series of slots that fail to meet the use-it-or-lose-it rule, or are returned to the pool, would not be reallocated (as necessary to fit within the reduced seasonal Planning Limit).

Why does the Planning Limit include a utilisation factor?

The utilisation factor takes account of the variation in traffic during the season (eg, between the peak summer week and the shoulder seasons) and the net effect of ad hoc cancellations.

Why is there a Planning Limit and an Operational Budget?

The Planning Limit is designed to manage the seasonal scheduling process, ie, the number of regularly scheduled services eligible for historic precedence. Slots are allocated on a 1 for 1 basis against the seasonal PATM constraint

Since the Planning Limit includes an utilisation factor, the Operational Budget is needed to manage the short-term 'recycling' of ad hoc cancellations and to permit continuation of operations across all users whilst remaining within the 12 million annual PATM limit.

What if there are more ad hoc cancellations than expected?

If the cancellation rate is higher than expected, eg, due bad weather, strikes, etc, PATMs may become available against the Operational Budget but not the Planning Limit. In this case, slots may be re-allocated on a non-historic basis.

Can an airline convert a number of ad hoc cancellations in to series

No, the ad hoc cancellation rate is already included in the utilisation factor applied to the Planning Limit. For example, after cancelling Christmas day from a 22-week winter series of slots, the airline is still eligible for a full 22-week series the next winter (subject

to the 80% use-it-or-lose-it rule), so an ad hoc cancellation does not create availability for a new series of slots.

Can an airline convert shoulder season cancellations into a new series of slots eligible for historic precedence?

Yes, if shoulder season cancellations are made pre HBD which shortens the remaining series length then the level of reduction can be used to create a new series eligible for historic precedence.

What if a carrier chooses to make fewer cancellations than the previous year?

Some year-on-year variability in cancellation rates by individual operators is expected, and will tend to average out across the airport. However, significant changes in policy by major operators, such as their approach to flying over the Christmas or August holiday periods, should be notified to BAL and ACL as early as possible so that they can be considered when the Planning Limit is set.