

LOCAL RULE 1

MANCHESTER AIRPORT NIGHT 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 Quota to be allocated.

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

The Airport must operate within a Night Quota limit and a Night Noise Contour area, which forms part of a S106 planning agreement between Manchester Airport and the Local Planning Authority.

2. OBJECTIVES

- To manage night flying within declared seasonal Night Quota limits
- To manage night flying within the S106 noise contour limit
- To make effective use of the Night Quota limits
- Maximise the utilisation of Night Quota
- To accurately forecast and control Night Quota use
- To ensure the Night 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, ad-hoc flights or additional operations where Night Quota permits

3. DEFINITIONS

In these procedures the following words shall have the following meanings:

Adhoc Night Slot:	A slot during the Night Planning Period that does not constitute a series of slots as defined in the UK Slot Regulation.
Adhoc Pool:	An amount of Night Quota retained as a contingency for unplanned use by air carriers without a Night Slot allocation, as determined by the Coordinator.
Coordinator:	The Coordinator of Manchester Airport as appointed under Article 4(1) of the UK Slot Regulation

GA/BA:	General and Business Aviation.
Historic Allocation:	The amount of Night Quota declared by MA under Article 6 of the UK Slot Regulation that subject to meeting certain conditions will entitle the carrier to the same allocation in the subsequent equivalent season
MA:	Manchester Airport.
Core Night Period:	Operations using the runway between 23:30 – 06:00 (local)
Core Night Planning Period:	Departures 23:20 – 05:50 local time (inclusive)
Core Night Planning Period:	Arrivals 23:30 – 06:10 local time (inclusive)
Night Period:	Operations using the runway between 23:00 – 07:00(local)
Night Planning Period:	Departures 22:50 – 06:50 local time (inclusive)
Night Planning Period:	Arrivals 23:00 – 07:10 local time (inclusive)
Night Planning Periods:	the Night Planning Periods incorporate typical taxi times from stand to the runway, or from runway to stand.
Night Slot:	A slot during the Night Planning Period
Night Quota:	The QC points allocated during the night period which will also include the maximum permitted in the Core Night Period as detailed in the S106 for MA.
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.
S106:	The Planning Agreement between Manchester Airport and Cheshire East Borough Council dated 23 May 2024.
Series Operations	A series of slots as defined in the UK Slot Regulation.
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 applied to the Night Planning and Core Night Planning Periods are determined by MA 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 slot requests made out of the coordinators normal business hours during the Night Period. The Coordinator is responsible for allocating Night Quota during normal business hours and for operations beyond the immediate period.

- 4.2 The Coordinator is responsible for determining and promulgating Night Quota allocation to operations.

The allocation of Night Slots in the Night Planning Period is subject to the availability of Night Quota.

- 4.3 All Night Quota applications should be addressed to the Coordinator during office hours. Outside the Coordinators normal working hours, in cases of 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 Planning period. The Coordinator will monitor Operators' actual performance against the planned schedule and may take action in line with the UK Enforcement Code or Article 14 (4) of the UK Slot Regulation.

- 4.4 The Coordinator shall consider the QC rating of an aircraft when allocating night quota and shall endeavour to prioritise the use of night quota by the quietest aircraft types.

5. ENTITLEMENT TO NIGHT QUOTA (HISTORIC ALLOCATION)

- 5.1 An air carrier that was allocated a series of Night Slots from their Historic Allocation (not from the Adhoc Pool) shall be entitled to retain the associated Night Quota in the next equivalent season, subject to the provisions of paragraph 7.3.

- 5.2 The Coordinator shall allocate the Night Quota as declared by MA at initial coordination in accordance with the UK Slot Regulation. This will form the Historic Allocation.

- 5.3 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.

- 5.4 All QC2 and above certified aircraft that do not hold historic status at the end of Summer 2025 for the subsequent Summer and the end of Winter 2025 for the subsequent winter season will not be permitted to operate during the Night Planning Period. Operators with existing historic status will not be permitted to change aircraft types that exceed QC1. Any slots operated by QC 2 rated aircraft that lose historic status for any reason will be treated as a new request if reapplied for and will therefore not be permitted in the Night Planning Period.

6. NIGHT QUOTA ADHOC POOL

- 6.1 The Coordinator shall set up an Adhoc Pool containing the Night Quota other than the Historic Allocation. The Adhoc Pool shall contain all unallocated Night Quota permitted for the season.

- 6.2 No QC 4 and above certified aircraft will be permitted to operate during the Night Planning Period.

MA will reserve an allowance of QC each season to create the Adhoc Pool. MA will review the Adhoc Pool ahead of each scheduling season and will advise the Coordination Committee via the airport's Capacity Declaration of the allowance for the season ahead.

- 6.3 Operators are requested to limit use of Adhoc night quota for positioning flights to an absolute minimum by re-scheduling such movements outside the night period.

7. USE OF NIGHT QUOTA (HISTORIC ALLOCATION)

- 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 Planning 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 UK Slot Regulation, the associated Night Quota allocation transfers to the air carrier holding the Night Slots after the transfer.
 - d) All transfers and exchanges are subject Article 8a(1) and 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 UK 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 UK Slot Regulation should seek alleviation from the Coordinator.
- 7.4 Requests for changes to historic night slots will only be approved where a sufficient Night Quota allocation is available.
- 7.5 All night movements of airlines with a Historic Allocation of Night Quota, will count against that airline's allocation of Night Quota. Night movements of airlines without an allocation of Night Quota will count against the pool.

8. REALLOCATION OF NIGHT QUOTA (HISTORIC ALLOCATION)

- 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 (Historic Allocation) more than their total planned requirement to the pool.
- 8.3 The Coordinator will undertake reviews of the Night 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 MA through an Operational Advice Notice (OAN).

9. NIGHT QUOTA FROM ADHOC POOL

- 9.1 The Adhoc Pool can be used for operations that do not have a Night Quota allocation (Historic Allocation), for Adhoc Flights in the Night Quota period or for an Adhoc aircraft substitution for a service normally operated by a noise exempt aircraft type.
- 9.2 The Adhoc Pool cannot be used for operations that are deemed to be a series of flights.
- 9.3 If exhaustion of the Adhoc Pool is predicted by the end of the season, requests for an allocation of Night Quota from the Adhoc Pool will be refused to protect planned night flights.
- 9.4 The airport will endeavour to allocate up to 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 allocation of Night Quota per week 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 QC points may be less than 8.
- 9.5 Use of Night Quota from the Adhoc Pool is on a non-historic basis only. Use of the Adhoc 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 (Historic Allocation) 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 Adhoc 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, 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 the Coordinator, such as:
- The allocation of new Night Slots, including Adhoc 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 (Historic Allocation) than required for their planned operations may be required to return the excess Night Quota;
 - Air carriers without an allocation of Night Quota (Historic Allocation) 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 (Historic Allocation) may be prohibited any further use of night operations. For clarity, all off-scheduled operations falling into the Night Planning 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.