

Summer 26 Appendices

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Appendix 1

Runway Scheduling Limits Summer 26

Arrivals Hour (UTC)																			
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Average	Total
Summer 2025 (final)	39	38	40	46	43	40	42	43	41	39	42	40	44	42	39	40	28	40.4	686
Capacity change RSL1							+1	-1							-1	+1			
Summer 2026	39	38	40	46	43	40	43	42	41	39	42	40	44	42	38	41	28	40.4	686

Departures Hour (UTC)																			
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Average	Total
Summer 2025 (final)	27	41	45	46	41	45	44	42	45	44	46	43	45	45	43	28	32	41.3	702
Capacity change RSL1																			
Summer 2026	27	41	45	46	41	45	44	42	45	44	46	43	45	45	43	28	32	41.3	702

Appendix 2

Additional Runway Scheduling Constraints Summer 26

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**.
- 3 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 26

Terminal	A/D	Constraint	S26 Coordination Limit
T2	Departures	Combined 1 hour	3,000
		Combined 3 hours	8,200
	Arrivals	International & CTA 1 hour	3,900
		International & CTA 2 hours	6,500
		Domestic 1 hour	600
Terminal	A/D	Constraint	S26 Coordination Limit
T3	Departures	International 1 hour	3,700
		International 3 hours	8,300
	Arrivals	International 1 hour	4,650
		International 2 hours	7,100
Terminal	A/D	Constraint	S26 Coordination Limit
T4	Departures	International 1 hour	2,200
		International 3 hours	4,500*
	Arrivals	International 1 hour	2,500
		International 2 hours	4,300
Terminal	A/D	Constraint	S26 Coordination Limit
T5	Departures	Combined 1 hour	5,000
		Combined 3 hours	13,500**
	Arrivals	International 1 hour	4,500
		International 2 hours	8,500**
		Domestic 1 hour	1,200

Following consultation at the Terminal Scheduling Limits (TSL) meeting, the S26 Terminal limits have been agreed.

*The 3-hour departure passenger limit will be used to protect the peak and account for a rolling closure reduction to check in for PLC works.

** New limits - provisional for S26

Check-in Limits – Summer 26

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

* 3-hour departure passenger limit will be used to protect the peak and account for a rolling closure reduction to check in for PLC works

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

Terminal 5**

** New limits - provisional for S26

Zone	Zones	Desks	Declaration
1	A,B,J	44	44
2	C,D,F,H	64	64
3	E,G	42	42

Baggage Limits – Summer 26

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	

Terminal 5 Baggage System Limits**

Main Baggage Hall (MBH)	124 laterals
Concourse (T5B)	4 laterals

** New limits - provisional for S26

Appendix 4

Load Factors Summer 26

S26 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	91%	88%	89%	87%	91%	90%	90%	89%	87%	86%
2	85%	85%	87%	85%	90%	90%	88%	85%	86%	83%
3	80%	85%	87%	83%	89%	88%	88%	84%	84%	83%
4	81%	86%	91%	86%	89%	89%	90%	82%	85%	85%
5	85%	87%	90%	90%	90%	89%	90%	85%	87%	88%
6	86%	90%	92%	90%	91%	91%	90%	89%	88%	87%
7	89%	91%	91%	90%	92%	90%	89%	87%	87%	88%

Appendix 5

Stand Limits Summer 26

Table 5.1

Total Physical Stand Supply - for information only, this is NOT the S26 Declared Stands

S26 - 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	21	0	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	58	19	9	7	1	36	2	0	179
CARGO	3	5	2	2	0	0	0	0	0	12
Total inc. Cargo	50	63	21	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 centrelines, 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

Table 5.2

Stand outages for construction work

Summer 26 - 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	0	0	0	0	0	0	0	0	-1
T3	-2	0	0	0	0	0	0	0	0	-2
T4	0	-1	0	0	0	0	-1	0	0	-2
T5	-1	0	0	0	0	0	-1	0	0	-2
Total exc. Cargo	-4	-1	0	0	0	0	-2	0	0	-7
CARGO	0	0	0	0	0	0	0	0	0	0
Total inc. Cargo	-4	-1	0	0	0	0	-2	0	0	-7

T2:

- Stand 258 (1 remote code F) removed for Runway Resurfacing works

T3:

- Stand 209 (1 remote code F - allocated to T3 for coordination) removed for T2 Baggage System
- 1 x code F removed for Stand Rolling Lifecycle

T4:

- Stand 455 (1 x remote code E3) removed for Runway Resurfacing works
- 1 x remote code C2 removed for CPC works

T5:

- 1 x code F removed for Stand Rolling Lifecycle
- 1 x remote code C2 removed for Airside Road Resurfacing works

Table 5.3

Stand downgrades for project work and/or operational resilience

Summer 26 - Stand Downgrades for Projects or Ops. Resilience										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-2	2	0	0	0	0	0	0	0	0
T3	-7	4	3	0	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	-14	11	3	0	-1	-1	2	0	0	0
CARGO	-1	1	0	0	0	0	0	0	0	0
Total inc. Cargo	-15	12	3	0	-1	-1	2	0	0	0

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

- **T2:** Stands 254, 255 Code F remotes restricted to Code E3
- **T3:** Stands 210, 212, 213 Code F remotes restricted to E3
3 * E3 pier served 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 Code D2 permanently downgraded to C2 since 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, resilience, etc.

Summer 26 - Additional Stand Outages e.g. Maintenance, Resilience										
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	-1	-3	0	-1	0	0	0	0	0	-5
T4	-1	0	0	-1	0	0	0	0	0	-2
T5	-1	-2	0	0	0	0	0	0	0	-3
Total exc. Cargo	-4	-6	0	-2	0	0	-1	0	0	-13
CARGO	0	-5	0	-2	0	0	0	0	0	-7
Total inc. Cargo	-4	-11	0	-4	0	0	-1	0	0	-20

Additional stand outage declaration maintains a similar level of contingency to the S25/W25 declarations:

- 1 Pier Served Code F stand removed in each terminal
- Contingency stands removed for operational issues
- **Cargo:** requirement as declared for S25/W25. Stands 601-606 removed due to no fuel, reverse parking or GA use. Stand 616 for resilience.

Table 5.5

S26 Total Stands Declared for Schedule Coordination

Summer 26										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	8	10	0	2	0	0	13	0	0	33
T3	4	22	3	4	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	25	62	22	7	6	0	35	2	0	159
CARGO	2	1	2	0	0	0	0	0	0	5
Total inc. Cargo	27	63	24	7	6	0	35	2	0	164

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

Appendix 6

Additional Constraints and Explanatory Notes

S26 Runway Scheduling Limits

The RSL Working Group has agreed to continue to re-consider any flex requests that were considered but not accepted at the first RSL meeting, prior to the circulation of the SAL (Schedule Airline Listing) in November 2025 and again after the IATA conference in December 2025. 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 26 season, is set at 9,692 per week.

Additionally, after the slot hand back deadline in, the total seasonal number of air transport movements allocated should not exceed 283,532.

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 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 they arrive after 04:30 would make little difference, then 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, both new entrant airlines and significant changes from existing carriers, including slot exchanges.

S26 terminal limits were agreed following consultation at the Terminal Scheduling Limits meeting.

Heathrow now declares limits for check-in in T2, T3, T4 and T5.
Heathrow now declares limits for T3, T4 and T5 baggage systems.

In T4 although some check in desks are not in use (due to PLC programme), they will be retained in the capacity declaration and instead the lowered T180 limit (4,500 from 6,000) applied to avoid increasing the evening peak.

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 the 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 there is variation in the seat capacity and transfer volumes of the A380 flights, in general a larger reclaim belt is required for an A380 operation.

With agreement at the TSL meeting, Heathrow declares a limit on the number of A380 flights arriving within 60 minutes in T2, T3 and T4.

Based upon Heathrow's assessments as to what is suitable for an A380 operation, the following arrivals reclaim capacity for A380 operations, in a rolling hour is declared:

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 Summer

26. Stand supply needs to be assessed at terminal level on all campuses. Where any breaches of the terminal stand declarations occur, Heathrow request that ACL either seek airline scheduling adjustments to resolve any overages, or refer the overage to the airport 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 2025 remote stands 209, 210, 211, 212 and 213 will be allocated to T3 for coordination purposes (with ability to flex on a tactical basis for T2 use).

In addition, remote stands 590, 591 and 592 will be allocated to T5 for coordination purposes (with ability to flex on a tactical basis for T3 use).

Modelling capacity at Heathrow has demonstrated that to ensure aircraft flow is maintained effectively it may be necessary to use other terminals' stands for aircraft from T3. This will increase the number of towing movements which in turn may cause congestion on associated taxiways. In mitigation, we 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.

Aircraft Parking at Heathrow Airport Outside Scheduled Turnaround Periods

In recent years 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 their scheduled turnaround periods. This practice, in conjunction with the ongoing 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, except with prior arrangement. (See also 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; examples of this include Boeing 777-X.

General Aviation (GA) Stand Capacity

To ensure GA stand demand does not exceed supply, a separate stand capacity limit for GA 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 1 or 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 26 – General Aviation									
	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

**Stand 457 (L&R) will be used for live GA movements, can either be used by 2 * Code C A321 or 1* Code E3. For red carpet movements Stand 458 (E3) can be used. Live aircraft not using a red carpet, will probably arrive / depart from Stand 456 or another 450 stand*

GA stand declarations only impact cargo stand 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 require the following restrictions to GA Parking (only applicable for Winter seasons):

- Thanksgiving: no GA Parking (live declaration unaffected) from 2 days before to 2 days after
- Christmas: no GA Parking (live declaration unaffected) 21 - 27 December inclusive
- New Year: no GA Parking (live declaration unaffected) 29 December - 02 January inclusive.