

LOCAL RULE 1

STANSTED NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES

1. INTRODUCTION

This document sets out the procedures for allocating and managing the use of Night Quota in accordance with all the Night Flying Restrictions applicable at Stansted Airport.

All Flights operating at Stansted require a slot. Those in the Night Planning Period need an associated Quota Count to be allocated. Those in the Core Night Planning Period need an associated Movement and Quota Count to be allocated.

The allocation of Night Movements and Quota Count is supplementary to the slot allocation rules set out in the UK Slot Regulation.

The Airport must operate within a Night Noise Contour area, which forms part of a S106 planning agreement between Stansted Airport and the Local Planning Authority. The Airport must also meet the requirements of the Department for Transport (DfT) Night Flying Restrictions.

2. OBJECTIVES

- To manage night flying within the S106 noise contour limit
- To manage night flying within Department for Transport (DfT) declared seasonal Night Quota and Movement limits and ensure they are not exceeded
- To make effective use of the Night Quota limits
- To maximise the utilisation of 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 contingency Night Quota for off slot operations beyond air carriers' control
- To provide for new air carriers, Ad-hoc Night Slots or additional operations where Night Quota permits

3. DEFINITIONS

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

ACL:	Airport Coordination Ltd, the Coordinator of Stansted Airport
Ad-hoc Night Slot:	A slot during the Night Planning Period within 5 days of planned operation for positioning, GA/BA flights, one-off charters and operations, that when combined, do not constitute a series of slots.
GA/BA:	General and Business Aviation
STAL:	Stansted Airport Limited, the managing body of Stansted Airport

Pool: An amount of Night Quota retained as a contingency for unplanned use by air carriers without an allocation, as determined by the coordinator

Night Flying Restrictions: Restrictions imposed by the Secretary of State for Transport under Section 78 of the Civil Aviation Act 1982

Contour Limit: 48dB $L_{Aeq,8h}$ Night Noise Contour Area of 73.6km

Core Night Period: 23:30 – 06:00 local time.

Core Night Planning Period: Departures 23:15 – 05:50 local time (inclusive)

Core Night Planning Period: Arrivals 23:30 – 06:15 local time (inclusive)

Night Period: 23:00 – 07:00 local time.

Night Planning Period: Departures 22:45 – 06:50 local time (inclusive)

Night Planning Period: Arrivals 23:00 – 07:15 local time (inclusive)

Night Slot: A slot during the Night Planning Period

Night Quota: The combination of the night movements and QC points available and allocated in the core night period defined by DfT, and QC points allocated during the night period, which will also include the maximum permitted in the core night period.

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 the AIP Supplement.

S106 The Planning Agreement between Stansted Airport Limited (STAL) and Uttlesford Borough Council as of 26th March 2021.

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.

Historic Baseline date: 31 January prior to a summer season and 31 August prior to a winter season.

4. ALLOCATION OF NIGHT QUOTA

4.1 The Night Quota limit is a proxy to manage the operation to comply with the S106 night noise contour determined by Uttlesford District Council and are determined by STAL in accordance with local planning agreements and the airport's Noise Action Plan and encompasses any defined limit for movements and quota count set by the DfT applied to the Core Night period. STAL is responsible for managing and monitoring the use of Night Quota, including approval of unplanned take-offs or landings during the Night Quota Period. ACL is responsible for allocating Night Quota for planned operations.

4.2 ACL is responsible for determining and promulgating Night Quota allocations to operations.

- 4.3 The Night Period (2300 – 0700 local time) is based on runway take-off and landing times. Slots are allocated based on on/off stand times. To take account of typical taxi times, the Night Planning Period is:

Departures: 2245-0650 local time
Arrivals: 2300-0715 local time

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

- 4.4 All Night Quota applications should be addressed to ACL during office hours. Outside ACL's normal working hours, in cases of extreme urgency, operators must contact the STAL 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 Period. ACL will monitor Operators' performance against planned schedule and report Operators using excessive Night Quota to Stansted Airport (STAL). ACL will review the Airlines' performance and may take action including the withdrawal of historic rights in line with Article 14 (4) of the UK Slot Regulations.

- 4.5 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

- 5.1 An air carrier that was allocated a series of Night Slots from the historic allocation (not from the 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 Stansted Airport 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 will not be permitted to operate during any subsequent summer Core Night Period. All QC 2 and above certified aircraft that do not hold historic status at the end of Winter 2025 will not be permitted to operate during any subsequent winter Core Night Period. Operators with existing historic slots 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 summer Core Night Period or winter Core Night Period

6. NIGHT QUOTA POOL

- 6.1 The Coordinator shall set up a pool containing the Night Quota not claimed on the basis of paragraph 5.1. The pool shall contain all Night Quota permitted for the season, including any unused Night Quota carried over from the previous season.
- 6.2 STAL will reserve an allowance of available movements and QC to create the Pool. The remaining Night Quota shall be allocated to requests for Night Slots in accordance with the UK Slot Regulation.

- 6.3 Operators are requested to limit use of ad-hoc night quota for positioning flights to an absolute minimum wherever possible, re-scheduling such movements outside the night period

7. USE OF NIGHT QUOTA

- 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 Period. All Night Quota used by air carriers with an allocation shall count against their allocation. Use of Night Quota by air carriers without an allocation is subject to the prior approval of STAL and shall count against the pool.
- 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.

All transfers and exchanges are subject to 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 agree this with the coordinator to protect their historic quota rights.
- 7.4 Positioning flights will not be allocated to new series – they will only be made available via the pool.
- 7.5 Requests for changes to historic night flights (e.g. time changes and aircraft type changes) will only be approved where a sufficient Night Quota allocation is available to meet the required Night Quota.
- 7.6 All night movements of airlines with allocation of Night Quota will count against an airline's allocation of Movements and Noise Quota. Night movements of airlines without an allocation of Night Quota will count against the pool.

8. REALLOCATION OF NIGHT QUOTA

- 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 in excess of their total planned requirement to the pool. This shall not affect historic allocations.
- 8.3 ACL 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 DfT, by Stansted Airport Limited through a Directors Notice or NOTAM.

9. NIGHT QUOTA FROM POOL

- 9.1 The Pool will not be less than 10% of the limits set by the DfT for the Core Night Period .
- 9.2 The Pool can be used for operations that do not have a Night Quota allocation for ad-hoc Flights in the Night Quota period or for an ad-hoc aircraft substitution for a service normally operated by a noise exempt aircraft type.
- 9.3 If exhaustion of the Pool is predicted by the end of the season, requests for an allocation of Night Quota from the Pool will be refused to protect planned night flights.
- 9.4 The airport will endeavour to allocate 10 movements and 8 QC points per week (Monday to Sunday) to carriers with no Night Quota for the Core Night Period. At the beginning of July for a Summer season and beginning of January for a Winter season the airport will determine the number of movements per week that will be allocated for the remainder of that given season to ensure full utilisation without exceeding the Night Quota. For the avoidance of doubt the number of movements and QC points may be less than 10 and 8 respectively.
- 9.5 Any Ad-hoc night slot requested for the Core Night Period prior to 5 days of the planned operation will be added to the waitlist. Night slots from the pool will only be allocated by the coordinator on a rolling basis but no later than 5 days before the date of operation. Within 5 days of operations, slots will be allocated on a first come first served basis, subject to available capacity.
- 9.6 ACL will allocate Ad-hoc Night Slots to achieve a balance across of all users/user groups on the waitlist. For the avoidance of doubt this does not necessarily mean first come first served
- 9.7 Use of Night Quota from the pool is on a non-historic basis only. Use of the Pool will be subject of regular review by Stansted Airport.
- 9.8 Cleared Ad-hoc night slots are not permitted to be moved into subsequent weeks. They must be used within the week allocated of the original operation. Slots for subsequent weeks should be requested as new in line with this policy.

10. EXHAUSTION OF NIGHT QUOTA

- 10.1 Air carriers with an allocation of Night Quota 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 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 of the Pool, airlines that hold allocations greater than their planned operation will be required to return the difference.
- 10.2 If at any time the airport as a whole is predicted to exceed the amount of Night Quota available for the season, then appropriate corrective actions shall be taken by STAL and ACL, such as:
- The allocation of new Night Slots, including ad-hoc 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 than required for their planned operations may be required to return the excess Night Quota;

- Air carriers without an allocation of Night Quota 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 may be prohibited from further use of Night Quota.
- 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 Stansted Coordination Committee.

11. REVIEW OF PROCEDURES

- 11.1 These procedures shall be reviewed, and amended where necessary, and discussed at the STN Coordination Committee Meeting.