

LOCAL RULE 1

GATWICK NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES

1. Policy

All Night Flights require the prior allocation of a slot and corresponding Night Quota (movement and noise quota). Late arrivals and departures during the Night Quota Period, 2330-0600 local time, for flights that are not planned night flights are by prior permission of Gatwick Airport Ltd (GAL).

2. Objectives

- To manage night flying within DfT declared seasonal Night Quota limits
- To make effective use of the Night Quota
- To ensure the method of allocating Night Quota is transparent and fair
- To ensure the DfT Night Quota limits are not exceeded
- To provide contingency Night Quota for irregular operations beyond an airlines control
- To provide for new operators or operations, including ad hoc services, where Night Quota permits
- To respect the historic rights of night flights from the previous equivalent season

3. Definitions

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

Night Quota Period:	2330 – 0600 local time.
Night Planning Period:	Departures 2315-0550 local time Arrivals 2330-0615 local time
Night Movement:	An aircraft takeoff or landing during the Night Quota Period
Night Flight:	An arrival or departure scheduled during the Night Planning Period
Movements Limit:	The maximum permitted number of night movements in a season specified by DfT
Noise Quota:	The maximum permitted sum of Quota Count of all night movements in a season specified by DfT
Night Quota:	The combination of the Movement Limit and Noise Quota specified by DfT
Available Night Quota:	The total Night Quota available for allocation in a season
Quota Count:	The amount of quota (QC points) assigned to an individual night movement as specified by NOTAM
Predicted Use:	The forecast actual use of Night Quota by an airline in a forthcoming season, as calculated by Gatwick Airport LTD (GAL) using historic actual data against scheduled time and agreed with the airline concerned
New Night Operator:	Any carrier without an allocation of night movements or Noise Quota for a season.

Airport Pool: The proportion of the Available Night Quota/Movements retained by the airport.

4. Airport Night Quota

- 4.1 Night Quota is determined by the DfT. GAL is responsible for managing the Night Quota, including approval of unplanned night movements, and monitoring and reporting its use on a weekly report to DfT. Airport Coordination Ltd (ACL) administers the allocation of Night Quota for planned operations. Airlines without historic night allocation are not permitted to arrive between 0430 – 0600 local time inclusive.
- 4.2 The coordinator is responsible for determining and promulgating Night Quota allocations to operators of the quota Gatwick makes available on either a historic or non-historic basis.
- 4.3 The Night Quota Period (2330-0600 local time) is based on runway take-off and landing times. Schedules are based on on/off stand times. To take account of typical taxi times, the Night Planning Period is:
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|-------------|----------------------|
| Departures: | 2315-0550 local time |
| Arrivals: | 2330-0615 local time |
- 4.4 Flights that operate in the Night Quota Period require use 1 Night Jet Movement and the corresponding Noise Quota.
- 4.5 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 GAL Operations Duty Manager.
- 4.5 Operators are expected to make all reasonable efforts to prevent flights scheduled outside of the Night Planning period from operating within the Night Quota period. Gatwick Airport LTD (GAL) will monitor Operators performance against planned schedule and report Operators using excessive Night Quota to ACL. ACL will review the airline's performance and may act in line with the UK Misuse of Slots Enforcement Code.

5. Allocation of Night Quota

- 5.1 Each Summer season, the minimum Airport Pool is 5% of the seasonal Night Quota. Gatwick reserves the right to determine how much of the remaining 95% of Night Quota is available for historic or non-historic scheduling by the coordinator provided the airline historic quotas are met. Gatwick is required to declare the number of movements for historic and ad-hoc scheduling as part of the seasonal declaration.
- 5.2 Each Winter season, the minimum Airport Pool is 5% of the seasonal Night Quota. A further 10% Night Quota will not be made available for historic scheduling to facilitate use in the next Summer Season where the Summer Season is 31 weeks. Gatwick reserves the right to determine how much of the remaining 85% of Night Quota is available for historic or non-historic scheduling by the coordinator provided the airline historic quotas are met. Gatwick is required to declare the number of movements for historic and ad-hoc scheduling as part of the seasonal declaration.
- 5.3 Operators that have established historic precedence for night flights will receive an allocation equivalent to that retained in the previous equivalent season, within the Available Night Quota and subject to conditions relevant at the time. Where Available Night Quota is insufficient to meet demand for historic night flights, the Night Quota will then be allocated in proportion to that allocated and used in the preceding equivalent season. In a summer season of 31 weeks the carryover of the previous winter season will be allocated on an ad-hoc basis in line with the demand in the 31st week.

- 5.4 Each operator must have 85% of their historic quota scheduled for night flights on the first day of the season. When assessing an operator's requirement for planned night jet quota, ½ night jet movement quota will be applied to departures scheduled between 0545 and 0550 inclusive. Any shortfall below 85% will be deducted from their seasonal Night Quota allocation and consolidated into the Airport Pool for in-season ad-hoc scheduling.
- 5.5 At the end of the season, Operators must operate a minimum of 85% of their night quota allocation with planned night movements (flights which are both scheduled and operated within Night Period). Any flights that ASRT within the Night Planning Period but do not operate in the Night Quota Period will count as planned night movements with regards to 85% utilisation. Any unplanned night movements (flights scheduled outside of the night period but operated in the night period) will not count against the 85% utilisation requirement. Any shortfall against the 85% utilisation limit will be deducted from the airlines historic night quota allocation moving into the next equivalent season.
- 5.6 Operators whose plans change so that their full Night Quota allocation will not be required must, at the earliest opportunity, hand back the proportion of Night Quota that will not be used. Following dialogue with the operator to confirm the permanence of the hand back of Night Quota, the Coordinator will reduce the Night Quota allocation of the operator accordingly.
- 5.7 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 for a historic night flight and both runway and terminal constraints are respected.
- 5.8 The coordinator can use any night quota made available for historic scheduling by the airport to fulfil any demand for night flying from both new night operators and new night flights by existing night operators.
- 5.9 Operators are requested to limit use of Night Quota for positioning flights to an absolute minimum, re-scheduling such movements outside the night quota period.
- 5.10 From time to time, the above may be the subject of further requirements published through formal channels by DfT, or by Gatwick Airport limited through a Directors Notice or NOTAM.

6.0 Night Quota from the Airport Pool

- 6.1 Use of Night Quota from the Airport pool is on a non-historic basis only.
- 6.2 The Airport Pool will not be less than 5% of total Night Quota for the season and can be used for operators that do not have a Night Quota allocation to plan ad hoc flights in the Night Quota period. Operators with a historic Night Quota allocation may not use the Airport Pool to fund adhoc, positioning or recovery flights unless approved by the airport.
- 6.3 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. Operators with a historic Night Quota allocation may reschedule and/or cancel flights to fund ad hoc operations and/or off schedule flying within their own Night Quota allocation.
- 6.4 Use of the Pool will be the subject of regular reviews by Gatwick Airport LTD and the coordinator.

7.0 Exhaustion of the Night Quota

- 7.1 In the event of predicted exhaustion of the Pool by the end of the season, the coordinator will request a 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.

- 7.2 Any operator with a Night Quota allocation that has overused its allocation on a pro rata basis, or an operator without an allocation that has used an excessive amount of Night Quota from the Pool, will be required to take whatever action necessary to prevent an overrun or continued excessive use of the Pool by the end of the season, including the rescheduling and/or cancellation of flights.
- 7.3 If overuse occurs, then any airline that has caused the overuse will be required to appear before representatives from GAL and the Coordinator. The Airline that has caused overuse may request a representative from another airline to attend if they feel that is beneficial. The meeting will discuss an action plan for the airline to put in place to remedy the overuse of the night quota. Subsequently the Coordinator can impose other measures after having heard from the Airline and GAL can impose measures in line with the Airports Act.
- 7.4 The coordinator having given notice to GAL may act to restrict Night Quota available for Ad Hoc operations. GAL will issue a NOTAM to this effect and advise operators that they may not be allowed to depart in the Night Quota Period in the event of a delayed departure.
- 7.5 Should these measures prove insufficient, then only operators who have remaining quota will be allowed to operate in the Night Quota Period until their quota is also exhausted. No overruns of individual Night Quota will be permitted. It is incumbent on each operator to monitor their Night Quota usage against planned requirements and adjust their programs accordingly.

8.0 Carryover of Night Quota

- 8.1 In line with as written in the night noise AIP a carryover of no more than 10% of the previous season's unused quota may be moved over to the adjacent season, this will always be available on a non-historic basis. For summer seasons this would equate to a maximum carryover of 1120 movements and winter 325 movements.

9.0 Annual Review

- 9.1 The local review will be reviewed annually in the Coordination Committee AGM with the aim of making best use of available capacity and reducing the number of unplanned night flights. This will involve a data driven approach to incrementally increase the 85% along with reviewing the airport pool size. If no agreement can be reached on the local rule adjustments to reduce the number of unplanned night flights the previous year's rule will be adopted.

10.0 Worked Examples (Historic Allocations)

- 10.1 Example to illustrate 5.4 based on the schedule as of the first day of season:

Historic Allocation (Determined from 5.5 in previous season)	Flights Scheduled in Night Quota Period (Excluding departures scheduled between 0545 and 0550)	Departures scheduled between 0545 and 0550	Night Quota Required for Scheduled Flights	Percentage (must be over 85% to retain seasonal quota)	Updated Seasonal Quota Confirmed at start of season
1000	900	100	950	95%	1000
1000	950	100	1000	100%	1000
1000	850		850	85%	1000
1000	750	100	800	80%	950
1000	600		600	60%	750

10.2 Example to illustrate 5.5 based on end of season actual Night Quota Period flights:

Historic Allocation	Flights Scheduled and Operated in the Night	Flights Scheduled in the Night and Operated in the Day	Flights Scheduled in the Day and Operated in the Night	Percentage (must be over 85% to retain all historic)	Updated Historic Quota Confirmed at end of Season
1000	900	100	50	90%	1000
1000	600		300	60%	750
1000	700	150		70%	850
1000	0		1000	0%	0
1000	850		150	85%	1000