

Winter 25 Appendices – Post IATA

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Appendix 1

Runway Scheduling Limits Winter 25 Post IATA

Arrivals Hour (UTC)																			
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
Winter 2024 (final)	38	39	39	45	43	37	40	40	41	41	39	41	42	43	36	39	17	38.8	660
Capacity change RSL 1														-1			+1		
Capacity Change RSL 2		-1	+1																
Capacity Change RSL 3					+1	-1													
Winter 2025	38	38	40	45	44	36	40	40	41	41	39	41	42	42	36	39	18	38.8	660

Departures Hour (UTC)																			
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
Winter 2024 (final)	30	41	46	43	43	45	43	46	42	44	42	46	43	45	36	28	23	40.4	686
Capacity change RSL 1					+1	-1						+1			-1	+1	-1		
Capacity change RSL 2																			
Capacity Change RSL 3																			
Winter 2025	30	41	46	43	44	44	43	46	42	44	42	47	43	45	35	29	22	40.4	686

Appendix 2

Additional Runway Scheduling Constraints Winter 25 Post IATA

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 0610 or 0615.

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 0600 and 2255 (UTC), except between 1650-1905 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0600 - 1645	1650 - 1905	1910 - 2255
Capacity	45	46	45

Arrivals and Departures

- 1 Ad Hoc slots will be unavailable between 0430 and 0800.
- 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 – Winter 25

Terminal	A/D	Constraint	W25 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	W25 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	W25 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	W25 Coordination Limit
T5	Departures	Combined 1 hour	5,000
	Arrivals	International 1 hour	4,500
		Domestic 1 hour	1,200

W25 terminal limits were agreed at the Terminal Scheduling Limits (TSL) meeting. In T4 although some check in desks are not in use (due to (RHS then PLC) works programme) they will be retained in the capacity declaration and instead the T180 limit used (reduced to 4,500 from 6,000 since W23) to avoid increasing the evening peak.

Check-in Limits

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

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

* Although some check in desks are not in use they will be retained in the capacity declaration and instead the T180 limit used to avoid increasing the evening peak.

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	

Appendix 4

Load Factors Winter 25

W25 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	86%	84%	82%	84%	84%	87%	86%	85%	84%	83%
2	82%	82%	81%	81%	85%	84%	84%	79%	80%	79%
3	80%	79%	79%	77%	84%	83%	86%	81%	79%	79%
4	79%	82%	85%	81%	87%	84%	87%	78%	82%	83%
5	81%	85%	87%	85%	89%	87%	89%	77%	86%	86%
6	78%	89%	87%	87%	88%	85%	88%	83%	86%	87%
7	86%	89%	85%	88%	87%	90%	89%	85%	87%	86%

Appendix 5

Stand Limits Winter 25

Table 5.1

Total Physical Stand Supply - for information only, this is NOT the W25 Declared Stands

Winter 25 - 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

Winter 25 - 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	-1	0	0	0	0	0	0	0	-3
T4	0	-1	0	0	0	0	-1	0	0	-2
T5	-1	0	0	0	0	0	0	0	0	-1
Total exc. Cargo	-4	-2	0	0	0	0	-1	0	0	-7
CARGO	0	0	0	0	0	0	0	0	0	0
Total inc. Cargo	-4	-2	0	0	0	0	-1	0	0	-7

T2:

- Stand 258 (1 x remote code F) removed for runway resurfacing project

T3:

- Stand 209 (1 x remote code F - allocated to T3 for coordination purposes) is removed from the declaration as it is closed to accommodate planned demolition works on the north end of the Terminal 1 building
- 1 x code F is removed from the declaration for Stand Rolling Lifecycle
- 1 x code E3 is removed from the declaration for Stand Rolling Lifecycle

T4:

- Stand 455 (1 x remote code E3) is removed from the declaration as it is closed for runway resurfacing
- 1 x remote code C2 is removed from the declaration for CPC works

T5:

- 1 x code F is removed from the declaration for Stand Rolling Lifecycle.

Table 5.3

Stand downgrades for project work and/or operational resilience

Winter 25 - 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, stand cleaning, off slot performance, etc.

Winter 25 - 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	-2	0	-1	0	0	0	0	0	-4
T4	-1	0	0	-1	0	0	0	0	0	-2
T5	-1	-2	0	0	0	0	-1	0	0	-4
Total exc. Cargo	-4	-5	0	-2	0	0	-2	0	0	-13
CARGO	0	-5	0	-2	0	0	0	0	0	-7
Total inc. Cargo	-4	-10	0	-4	0	0	-2	0	0	-20

Additional stand outage declaration maintains a similar level of contingency to the W24/S25 declarations:

- 1 Pier Served Code F stand removed in each terminal
- Contingency stands removed for operational issues
- **Cargo:** Requirement as declared for W23/S24. Stands 601-606 removed due to no fuel, reverse parking or GA use. Stand 616 for resilience.

Table 5.5

W25 Total Stands Declared for Schedule Coordination

Winter 25 - Declared Stands										
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

W25 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 early June 2025 and again after the IATA conference in early July 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 Winter 25 season, is set at 9,218 per week.

Additionally, after the slot hand back deadline in, the total seasonal number of air transport movements allocated should not exceed 195,343.

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.

W25 terminal limits were agreed following consultation at the Terminal Scheduling Limits meeting.

Heathrow continues to declare limits for check-in in T2, T3 and T4.

Heathrow continues to declare limits for the T3 and T4 Baggage Systems.

In T4 although some check in desks are not in use (due to ongoing work 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 Winter 25.

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 May 2025 remote stands 209, 210, 211, 212 and 213 will be allocated to T3 for coordination purposes (although 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 (but 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.

Away based carriers should not park aircraft 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

Winter 25 – 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.