

# LOCAL RULE 3

## ADMINISTRATION OF THE HEATHROW AIR TRANSPORT MOVEMENT CAP

EFFECTIVE FROM: 23 MARCH 2026

ISSUED BY: HEATHROW AIRPORT, CAPACITY PLANNING

### 1. POLICY

In accordance with Terminal 5 Planning Condition, the number of Air Transport Movements (ATMs) at Heathrow Airport is limited to 480,000 each year (details in Appendix A).

### 2. OBJECTIVES

- 2.1. To make best use of the total number of ATMs permitted within the cap
- 2.2. To effectively manage ATMs within the planning year to prevent a cap breach
- 2.3. To detail the measures taken in the event of an overrun
- 2.4. To ensure compliance with the planning condition for Terminal 5.

### 3. DEFINITIONS

ACL	<i>Airport Coordination Ltd – the Coordinator of Heathrow Airport</i>
Ad Hoc Pool	<i>the number of ad hoc slots made available for allocation in a scheduling season</i>
Ad Hoc Slot	<i>a slot that does not form part of a series of slots</i>
HCC	<i>Heathrow Coordination Committee</i>
Historic Limit	<i>The maximum number of weekly / seasonal slots available for allocation to ATM services</i>
Operational Forecast	<i>Used to determine the Historic Limit – a value based on the total number of flown and forecasted ATMs in the Planning Year</i>
Planning Year	<i>the 365-day period between 1 April and 31 March inclusive, excluding 29 February in the case of a Leap Year.</i>
Slot Regulation	<i>Council Regulation (EEC) No 95/93 as amended by Regulation (EC) No 793/2004, and its successors</i>

### 4. SCHEDULING LIMITS

- 4.1. In accordance with Article 6 of the Slot Regulation, Heathrow Airport is responsible for declaring limits on the number of ATMs that may be scheduled at the airport. ACL is responsible for allocating slots to ATM services within these limits.
- 4.2. The **Historic Limit** is the maximum number of weekly / seasonal slots available for allocation to ATM services. It is declared in advance of the initial coordination of each season. The ATMs are linked to a slot series subject to meeting the utilisation threshold determined by the Slot Regulation, and airlines operating their slots in line with this utilisation threshold would achieve historic entitlement in the subsequent equivalent season.  
The Historic Limit is set at a level to permit full use of the available ATMs and includes an assumed cancellation rate. The Historic Limit is set by Heathrow Airport.

LOCAL RULE 3  
ADMINISTRATION OF THE HEATHROW AIR TRANSPORT MOVEMENT CAP

- 4.3. The **Operational Forecast** is calculated based on the total number of flown and forecast ATMs in the Planning Year to date. It is set following a review of the Historic Limit in the lead up to and throughout the season and it is regularly reviewed and adjusted (see Section 6 for Methodology). It is the responsibility of Heathrow Airport to determine the Operational Forecast. The Operational Forecast will be used to determine the Ad Hoc Pool.
- 4.4. The **Ad Hoc Pool** is the maximum number of ad hoc slots that can be made available for allocation in a season. It is set by considering the number of historic slots allocated in the last equivalent season and the cancellation rate. The Ad Hoc Pool will be allocated by ACL as soon as it is made available by Heathrow Airport (subject to demand) based on the allocation principles of the Slot Regulation. It is possible to amend (increase or decrease) the unallocated Ad Hoc Pool throughout the season based on the Operational Forecast.

**5. ALLOCATION PROCESS**

- 5.1. Slots are allocated in accordance with the Slot Regulation. Slots allocated to ATM services as part of a series or on an ad hoc basis are subject to availability within the season they are declared based on the Operational Forecast.
- 5.2. Ad Hoc slots are allocated to ATM services from the Ad Hoc Pool and do not attract any historic entitlement in the subsequent equivalent season.

**6. OPERATIONAL FORECAST METHODOLOGY**

- 6.1. The Operational Forecast will be calculated based on the latest actual utilised ATMs as well as the number of ATMs held by airlines being actively marketed. A cancellation rate will be applied and any ATMs removed following a capacity reduction under Local Rule 4 resulting in alleviation will be excluded from the calculation.

**7. OVERRUN PROVISION**

- 7.1. If more than 480,000 ATMs operate at the airport in any Planning Year, the number of ATMs permitted in the following Planning Year shall be reduced by twice the amount of the overrun and the relevant Historic Limit and Ad Hoc Pool shall be reduced accordingly.
- 7.2. If an overrun is anticipated, the Heathrow Coordination Committee shall hold an Extraordinary General Meeting to agree appropriate measures to avert the overrun as outlined in Local Rule 4.
- 7.3. Should action under Local Rule 4 be required, in the first instance those carriers holding Ad Hoc Pool slots that are planned to operate in the remainder of the season would be forfeited and would not be permitted to operate.

Date of Local Rule	March 2026
Version Number	3
Previous Version Date	January 2008

LOCAL RULE 3  
ADMINISTRATION OF THE HEATHROW AIR TRANSPORT MOVEMENT CAP

**APPENDICES****APPENDIX A: THE ATM CONDITION**

The Terminal 5 Planning Condition A4 states:

1. *Subject to paragraph 2 below, from the date that the Core Terminal Building opens for public use, there shall be at Heathrow Airport, a limit on the number of occasions on which aircraft may take-off or land at Heathrow Airport of 480,000 during any period of one year.*
2. *This limit shall not apply to aircraft taking off or landing at the airport in any of the following circumstances or cases, namely:*
  - a. *The aircraft is not carrying, for hire or reward, any passengers or cargo*
  - b. *The aircraft is engaged in non-scheduled air transport services where the passenger seating capacity of the aircraft does not exceed 10.*
  - c. *The aircraft is required to land at the airport because of an emergency or any other circumstances beyond the control of the operator and commander of the aircraft or,*
  - d. *The aircraft is engaged on the [King's] flight, or on a flight operated primarily for the purposes of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad.*
3. *For paragraph 2(a), an aircraft is not taken as carrying, for hire or reward, any passenger or cargo by reason only that it is carrying employees of the operator of the aircraft or of an associated company of the operator. And for the purposes of paragraph 2(b), an aircraft is engaged on non-scheduled air transport services if the flight on which it is engaged is not part of a series of journeys between the same two places, amounting to a systematic service.*
4. *For the purposes of paragraph 2, a company shall be treated as an associated company of the operator of the aircraft if either that company or the operator of the aircraft is a corporate body of which the other is a subsidiary or if both are subsidiaries of one and the same corporate body.*

The table below gives a guide to the classification of ATMs for the purposes of the Condition, and the corresponding use of IATA service type codes.

<b>Code</b>	<b>Description</b>	<b>Application</b>	<b>ATM</b>
J	Normal Service	Scheduled	<b>YES</b>
S	Shuttle Mode	Scheduled	<b>YES</b>
F	Cargo	Scheduled	<b>YES</b>
M	Mail Only	Scheduled	<b>YES</b>
Q	Passenger/Cargo Combi	Scheduled	<b>YES</b>
B	Shuttle Mode	Additional Flights	<b>YES</b>
G	Normal Service	Additional Flights	<b>YES</b>
R <sup>1</sup>	Passenger/Cargo Combi	Additional Flights	<b>YES</b>
A	Cargo/Mail	Additional Flights	<b>YES</b>
H	Cargo and/or Mail	Charter	<b>YES</b>
C	Passenger Only	Charter	<b>YES</b>
L	Passenger & Cargo and/or Mail	Charter	<b>YES</b>
O	Charter requiring special handling	Charter	<b>YES</b>
N	Business Aviation (>10 seats)	Business Aviation	<b>YES</b>
D	GA, non-commercial, Positioning Air Taxi	General Aviation	<b>NO</b>
E	Government	Others	<b>NO</b>

LOCAL RULE 3  
ADMINISTRATION OF THE HEATHROW AIR TRANSPORT MOVEMENT CAP

I	State/Diplomatic	Others	<b>NO</b>
K	Crew Training	Others	<b>NO</b>
N	Business Aviation (<=10 seats)	Business Aviation	<b>NO</b>
P	Empty Positioning	Others	<b>NO</b>
T	Technical Test	Others	<b>NO</b>
U	Air Ambulance/Humanitarian	Others	<b>NO</b>
V	Surface Vehicle	Others	<b>NO</b>
W	Military	Others	<b>NO</b>
X <sup>2</sup>	Technical Stop (Chapter 6 only)	Others	<b>NO</b>

<sup>1</sup>Service Type Code 'R' is used internally by Heathrow Airport for Emergency / Diversion and is not counted an ATM when an Emergency / Diversion occurs.

<sup>2</sup>Service Type code 'X' is used internally by Heathrow Airport for the departure of an aircraft that has previously landed as an Emergency / Diversion. This may be counted as an ATM.

LOCAL RULE 3  
ADMINISTRATION OF THE HEATHROW AIR TRANSPORT MOVEMENT CAP

**APPENDIX B: THE HEATHROW ATM CAP FREQUENTLY ASKED QUESTIONS (FAQs)**

These FAQs are for general guidance only and do not form part of this Local Rule.

**1. Why do we have an ATM Cap?**

Heathrow Airport was required to introduce an ATM cap as part of the planning condition for T5. It took effect from 01 April 2008.

**2. Are there restrictions on the number of non-ATM movements?**

No, other aircraft movements are limited only by the availability of slots.

**3. Is it possible to carry forward unused ATMs and borrow from the next season or year?**

ATMs can be carried forward within a planning year from Summer season into Winter season, but not from one Planning Year into the next.

**4. What if a carrier's behaviour or performance changes from on year to the next?**

Changes in carrier behaviour or performance will be picked up in the calculation of the Operational Forecast. Airlines are encouraged to inform Heathrow Airport in advance if historic plans are likely to change in the future to avoid the need for remedial action under Local Rule 4.