

Appendix 1

Runway Scheduling Limits Summer 2015

| Arrivals | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---------|-------|
| Hour (UTC) | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | Average | Total |
| Summer 2014 | 38 | 39 | 37 | 40 | 40 | 41 | 40 | 43 | 43 | 41 | 41 | 44 | 44 | 43 | 38 | 44 | 20 | 39.8 | 676 |
| Capacity change | +1 | | | | | | | +1 | -1 | +1 | | +1 | | | | -1 | +3 | | |
| Summer 2015 | 39 | 39 | 37 | 40 | 40 | 41 | 40 | 44 | 42 | 42 | 41 | 45 | 44 | 43 | 38 | 43 | 23 | 40.1 | 681 |

| Departures | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---------|-------|
| Hour (UTC) | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | Average | Total |
| Summer 2014 | 25 | 46 | 43 | 43 | 41 | 42 | 41 | 44 | 44 | 44 | 42 | 43 | 44 | 44 | 38 | 38 | 30 | 40.7 | 692 |
| Capacity change | | | | +1 | +1 | | | | +1 | | +1 | | | -1 | +2 | | | | |
| Summer 2015 | 25 | 46 | 43 | 44 | 42 | 42 | 41 | 44 | 45 | 44 | 43 | 43 | 44 | 43 | 40 | 38 | 30 | 41 | 697 |

Air Transport Movement Cap
Weekly Planning Limit: 9,620

Appendix 2

Additional Runway Scheduling Constraints Summer 2015

Arrivals

- 1 Within each hour, and having regard to historic rights, no more than 8 arrivals should be scheduled in each 10 minute period in the hour; the first 10 minute period to commence at five past the hour.
- 2 During the period 0605 to 0830 (UTC), and having regard to historic rights, no more than 7 arrivals should be scheduled in each 10 minute period.
- 3 During the period 0510 - 0555 (UTC) a 5 minute constraint will be introduced at a level below the 10 minute constraint. The 10 minute constraint still applies plus two new 5 minute periods at 0510 and 0515. Only Airlines with Night Quota are allowed to schedule arrivals at 0510 or 0515.

| Time (UTC) | 0510 | 0515 | 0520 | 0525 | 0530 | 0535 | 0540 | 0545 | 0550 | 0555 |
|------------|------|------|------|------|------|------|------|------|------|------|
| Capacity | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |

Departures

- 1 Within each hour, and having regard to historic rights, no more than 8 departures should be scheduled in each 10 minute period in the hour; the first 10 minute period to commence at five past the hour.
- 2 Each hour and having regard to historic rights will be coordinated to an offset rolling hour. The hour is offset by 5 minutes and rolls through the hour every 10 minutes. No more than 45 departures will be scheduled in any rolling hour between 0500 and 2155 (UTC), except between 1545-1800 (UTC) when the rolling hour capacity will be 46.

| Time (UTC) | 0500-1540 | 1545-1800 | 1805-2155 |
|------------|-----------|-----------|-----------|
| Capacity | 45 | 46 | 45 |

Arrivals and Departures

- 1 Ad Hoc slots will be unavailable between 0430 and 0800 (UTC).
- 2 A reduced ad-hoc capacity will be declared in all hours both for arrivals and departures following the hand-back deadline on 31 January 2015. Before ad-hoc slots can be allocated in any hour the declared capacity will reduce by two arrivals and two departures. Therefore in any hour to re-allocate slots there must be a minimum of 3 cancellations for 1 ad-hoc and 4 cancellations for 2 ad-hoc flights.

| Arrivals | Hour (UTC) | | | | | | | | | | | | | | | | |
|--|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| Summer 2015 Capacity | 39 | 39 | 37 | 40 | 40 | 41 | 40 | 44 | 42 | 42 | 41 | 45 | 44 | 43 | 38 | 43 | 23 |
| Reduced Capacity at the hand-back deadline | | | | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 |
| Summer 2015 Capacity for ad hoc recycling | 0 | 0 | 0 | 38 | 38 | 39 | 38 | 42 | 40 | 40 | 39 | 43 | 42 | 41 | 36 | 41 | 21 |

| Departures | Hour (UTC) | | | | | | | | | | | | | | | | |
|--|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| Summer 2015 Capacity | 25 | 46 | 43 | 44 | 42 | 42 | 41 | 44 | 45 | 44 | 43 | 43 | 44 | 43 | 40 | 38 | 30 |
| Reduced Capacity at the hand-back deadline | | | | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 | -2 |
| Summer 2015 Capacity for ad hoc recycling | 0 | 0 | 0 | 42 | 40 | 40 | 39 | 42 | 43 | 42 | 41 | 41 | 42 | 41 | 38 | 36 | 28 |

- 4 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 15

| Terminal | A/D | Constraint | Time Period (GMT) | Lower Limit | Initial Coordination Limit | Upper Limit |
|-------------------|-----|----------------------------|-------------------|-------------|----------------------------|-------------|
| T1 | D | International 1 Hour | 0000 - 2359 | 200 | 500 | 1000 |
| | | International 3 Hour | 0000 - 2359 | 1000 | 1200 | 2000 |
| | A | International 1 Hour | 0000 - 2359 | 250 | 500 | 1100 |
| | | International 2 Hour | 0000 - 2359 | 500 | 1000 | 2200 |
| T2 | D | Combined 1 Hour | 0000 - 2359 | 2500 | 2800 | 3500 |
| | | Combined 3 Hour | 0000 - 2359 | 6000 | 6800 | 9000 |
| | A | International & CTA 1 Hour | 0000 - 2359 | | 2600 | 3900 |
| | | International & CTA 2 Hour | 0000 - 2359 | | 5100 | 6500 |
| | | Domestic 1 Hour | 0000 - 2359 | | 400 | 600 |
| T3 – S15 live | D | International 1 Hour | 0000 - 2359 | 1700 | 2000 | 4000 |
| | | International 3 Hour | 0000 - 1559 | 4200 | 5000 | 9000 |
| | | | 1600 - 2359 | 4000 | 4200 | 9000 |
| | A | International 1 Hour | 0000 - 2359 | 3000 | 3500 | 4000 |
| T3 – “end game”** | D | International 1 Hour | 0000 - 2359 | 2700 | 3000 | 4000 |
| | | International 3 Hour | 0000 - 2359 | 5800 | 7000 | 9000 |
| | A | International 1 Hour | 0000 - 2359 | 3000 | 3500 | 4000 |
| T4 | D | International 1 Hour | 0000 - 2359 | | 1650 | 2500 |
| | | International 3 Hour | 0000 - 2359 | | 3750 | 5500 |
| | A | International 1 Hour | 0000 - 2359 | 1400 | 1800 | 2500 |
| | | International 2 Hour | 0000 - 2359 | 2800 | 3200 | 4300 |
| T5 | D | Combined 1 Hour | 0000 - 2359 | | 4500 | 5000 |
| | A | International 1 Hour | 0000 - 2359 | | 3750 | 4500 |
| | | Domestic 1 Hour | 0000 - 2359 | | 950 | 1150 |

* As T1 will be closing in 2015, the declared T1 capacity is for use by T1 incumbents only, unless it is deemed as operationally necessary by

Heathrow.

**The T3 “end-game” declaration is to be coordinated with the T3 S15 occupancy, plus BA’s two terminal schedule, TAM and Malaysia Airlines. The capacity declaration reflects the revised occupancy and the future infrastructure.

Check-in Limits

Terminal 2

| Zone | Desks | Declaration |
|------|-------|-------------|
| A | 32 | 32 |
| B | 26 | 26 |
| C | 12 | 12 |
| D | 46 | 46 |

Terminal 4

| Zone | Desks | Declaration |
|------|-------|-------------|
| A | 14 | 12 |
| B | 5 | 3 |
| C | 26 | 22 |
| D | 16 | 14 |
| E | 16 | 14 |
| F&H | 40 | 35 |
| G | 10 | 8 |

Terminal 3 Integrated Baggage System Limit – this is declared for T3 “end-game” occupancy only

Initial Coordination Limit: 35 laterals. Upper Limit: 40 laterals

**Appendix 4
Load Factors Summer 15**

| Summer 15 Day of Week | T1 International | T1 International | T2 Domestic | T2 CTA & International | T2 Combined | T3 International | | T4 International | | T5 Domestic | T5 International | T5 Combined |
|--------------------------|---------------------|---------------------|----------------|---------------------------|----------------|---------------------|-----|---------------------|-----|----------------|---------------------|----------------|
| | A | D | A | A | D | A | D | A | D | A | A | D |
| 1 | 88% | 81% | 82% | 87% | 86% | 88% | 91% | 86% | 86% | 90% | 87% | 86% |
| 2 | 86% | 82% | 72% | 85% | 84% | 88% | 87% | 86% | 84% | 88% | 86% | 85% |
| 3 | 85% | 81% | 70% | 84% | 85% | 86% | 89% | 83% | 85% | 87% | 85% | 84% |
| 4 | 87% | 85% | 72% | 85% | 86% | 87% | 89% | 85% | 85% | 87% | 88% | 86% |
| 5 | 88% | 86% | 75% | 86% | 89% | 90% | 91% | 87% | 87% | 87% | 90% | 88% |
| 6 | 89% | 86% | 77% | 89% | 91% | 90% | 92% | 86% | 88% | 91% | 89% | 89% |
| 7 | 91% | 85% | 80% | 87% | 88% | 90% | 90% | 89% | 88% | 88% | 89% | 89% |

Appendix 5 Stand Limits Summer 15

Table 5.1

Total Physical Stand Supply - For Information Only, this is not the S15 Declared Stands

| Summer 15 | | | | | | | | | | |
|-------------------------|-----------|-----------|-------------|-------------|-------------|----------|-----------|----------|----------|------------|
| Apron | F | E | E (747-400) | E (777-200) | D (767-300) | D (757) | C (A321) | C (A319) | B | TOTAL |
| T1 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 0 | 0 | 10 |
| T2 | 10 | 10 | 0 | 3 | 0 | 0 | 13 | 0 | 0 | 36 |
| T3 | 9 | 19 | 5 | 3 | 2 | 3 | 3 | 0 | 0 | 44 |
| T4 | 6 | 12 | 7 | 1 | 3 | 0 | 4 | 1 | 0 | 34 |
| T5 | 15 | 15 | 10 | 0 | 4 | 0 | 15 | 1 | 0 | 60 |
| Total exc. Cargo | 40 | 56 | 22 | 8 | 10 | 6 | 40 | 2 | 0 | 184 |
| CARGO | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total inc. Cargo | 40 | 59 | 25 | 8 | 10 | 6 | 40 | 2 | 0 | 190 |

- MARS – main centrelines counted except MARS stands which are predominately used by narrow body aircraft and therefore are declared as two centre-lines, 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
- Terminal 3 Stands 334, 336 and 353 reopened during W'14 season
- Terminal 4 Stands 410 – 412 reconfigured to 2 X F and 1 X D(767-300) stands.
- Stands 122, 701 & 702 – no live movements
- Excludes leased stands 604-606

Table 5.2

Stand outages for construction work

| Summer 15 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 |
| T1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T3 | 0 | -2 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | -5 |
| T4 | 0 | -2 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -4 |
| T5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total exc. Cargo | 0 | -4 | -2 | 0 | 0 | -3 | 0 | 0 | 0 | -9 |
| CARGO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total inc. Cargo | 0 | -4 | -2 | 0 | 0 | -3 | 0 | 0 | 0 | -9 |

- **T1:** Closure of Pier 4a and Northern Pier 4 stands to facilitate Bravo Taxiway Code F project
 - Stands 174 – 184 and 108 – 110

- **T3:** Construction of Temporary Transfer Facility and Bravo Taxiway Code F project
 - Stand 323
 - Stands 332 closed Apr – Jul '15 and 355 closed Feb '15 – end Apr '15
 - Stand 192 closed Apr – end Jun '15

- **T4:** Construction of Sierra Taxiway Code F project
 - Stands 429 – 432 closed Apr – end Aug '15

Table 5.3

Stand downgrades for project work and/or operational resilience

| Summer 15 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 |
| T1 | 0 | 0 | 0 | 0 | -1 | -2 | 3 | 0 | 0 | 0 |
| T2 | -4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T3 | -3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T4 | -2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total exc. Cargo | -9 | 5 | 4 | 0 | -1 | -2 | 3 | 0 | 0 | 0 |
| CARGO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total inc. Cargo | -9 | 5 | 4 | 0 | -1 | -2 | 3 | 0 | 0 | 0 |

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

- **T1:** Stands 101-105 restricted to C(A321) for Bravo Taxiway Code F project
- **T2:** Stands 253, 254, 255, 258 Code F remotes restricted to Code E
- **T3:** Stands 318 and 327 restricted to E(747-400)
Stands 594, 595, 596 Code F remotes restricted to Code E
- **T4:** Stands 440, 441 restricted Code E to E (747-400)
Stands 453 and 454 Code F remotes restricted to Code E

Table 5.4

Additional stand outages due to operational issues; e.g. maintenance, stand cleaning, off slot performance, etc.

| Summer 15 Additional Stand Outages, e.g. Maint, Off-slot Perf. | | | | | | | | | | |
|---|-----------|-----------|--------------------|--------------------|--------------------|----------------|-----------------|-----------------|----------|--------------|
| Apron | F | E | E (747-400) | E (777-200) | D (767-300) | D (757) | C (A321) | C (A319) | B | TOTAL |
| T1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 |
| T2 | -1 | -2 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | -5 |
| T3 | -1 | -1 | -2 | -1 | 0 | 0 | 0 | 0 | 0 | -5 |
| T4 | -1 | -3 | -3 | -1 | 0 | 0 | -1 | 0 | 0 | -9 |
| T5 | -1 | -1 | -1 | 0 | 0 | 0 | -1 | 0 | 0 | -4 |
| Total exc. Cargo | -4 | -7 | -6 | -2 | 0 | 0 | -5 | 0 | 0 | -24 |
| CARGO | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| Total inc. Cargo | -4 | -7 | -7 | -2 | 0 | 0 | -5 | 0 | 0 | -25 |

Additional stand outage declaration maintains a similar level of contingency to the W14 declaration:

- One Pier Served Code F stand removed in each terminal
- **T1:** Requirement as declared for W14 Post-T2 opening
- **T2:** Requirement as declared for W14 Post-T2 opening
- **T3:** Requirement for contingency reduced by one D(757) due to revised occupancy
- **T4:** Four Code E stands removed to allow for T3 towing requirements (5 in W14 declaration)
Stand 456 removed due to frequent Royal Suite use, as W14
Remainder as declared for W14
- **T5:** Requirement as declared for W14
- **Cargo:** Requirement as declared for W14

Table 5.5

S15 Total Stands Declared for Schedule Coordination

| Summer 15 | | | | | | | | | | |
|-------------------------|-----------|-----------|--------------------|--------------------|--------------------|----------------|-----------------|-----------------|----------|--------------|
| Apron | F | E | E (747-400) | E (777-200) | D (767-300) | D (757) | C (A321) | C (A319) | B | TOTAL |
| T1 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 0 | 9 |
| T2 | 5 | 12 | 0 | 3 | 0 | 0 | 11 | 0 | 0 | 31 |
| T3 | 5 | 17 | 5 | 2 | 2 | 0 | 3 | 0 | 0 | 34 |
| T4 | 3 | 7 | 4 | 0 | 3 | 0 | 3 | 1 | 0 | 21 |
| T5 | 14 | 14 | 9 | 0 | 4 | 0 | 14 | 1 | 0 | 56 |
| Total exc. Cargo | 27 | 50 | 18 | 6 | 9 | 1 | 38 | 2 | 0 | 151 |
| CARGO | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total inc. Cargo | 27 | 53 | 20 | 6 | 9 | 1 | 38 | 2 | 0 | 156 |

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

Appendix 6

Additional Constraints and Explanatory Notes

S15 Runway Scheduling Limits

The RSL Working Group has agreed to consider any flex requests received from ACL after the distribution of this letter, but prior to the circulation of the SAL (Schedule Airline Listing) at the end of October 2014.

New or Retimed slots after 22:40 (local)

In order 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 Terminal 5. 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 2015 season, is set at 9,620 per week.

As agreed at the Runway Scheduling Limits meeting, the Summer 2015 peak week number includes an increase of 56 peak week air transport movements: 42 of which are being transferred from Winter and 14 of which are new.

Additionally, after the slot hand back deadline in January 2015, the total seasonal number of air transport movements allocated should not exceed 288,600.

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 the 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 that they arrive after 04:30 would make little difference, then the Duty Manager Airside 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 is becoming 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, notably new entrant airlines and significant changes from existing carriers, including slot exchanges.

Heathrow has continued to declare lower limits for some terminals, which are to come into effect from Monday 17th November, after the IATA Slot Conference. Heathrow will continue to assess any capacity overage requests that fall within the boundaries of the lower and upper limits.

Following consultation at the Terminal and Stands Limits Working Group (TSL), the Summer 15 Terminal limits have been agreed. The terminal limits will remain unchanged from Winter 14 for T2 and T5.

The T1 limits, which were reduced for Winter 14, have been further reduced for the one hour departures to protect the security operation, following the opening of T2 in Summer 14, and the planned closure of T1.

We are continuing from Winter 14 the reduced T3 declaration, to account for the construction works that are taking place through the Summer 15 season for the T3 Integrated Baggage project, which will temporarily reduce check-in capacity by up to 34%.

We are also declaring a T3 capacity for the “end-game” occupancy with the completion of the Integrated Baggage system. We ask that for Summer 15, T3 is coordinated against both sets of occupancies and limits.

Following collaborative working with ACL and consultation at the TSL, HAL is declaring a limit for the T3 Integrated Baggage System. Due to lateral capacity being affected by the number of flights in the terminal, rather than passenger throughput, introducing this limit has enabled the overall limits to remain unchanged. As the T3 Integrated Baggage System will not be fully operational for Summer 15, HAL is declaring this limit for the “end-game” occupancy only – not for Summer 15 “live”.

We are continuing the declared check-in capacity for T2 and T4. Check-in is not a declared constraint in T1 or T5 in S15. T3 check-in is currently deemed too complex for ACL to model due to the T3IB project which will remove check-in capacity, and require airlines to move between check-in zones through the season.

As a result of the T4 check in declaration, we are removing the T4 departure lower limits for Summer 15.

Airline Moves

The opening of Terminal 2 on 4th June 2014 triggered a number of airline moves that Heathrow has consulted on through the Terminal Occupancy Working Group (TOWG) and the Airline Relocations Working Group (ARWG). Following consultation at the Terminal and Stands Limits Working Group, and as outlined at the Heathrow Coordination Committee 2013 AGM, we request that ACL ensure the coordination process accounts for the future airline moves that need to take place. Heathrow will keep ACL informed of all of the airline moves and dates for Summer 15 and future seasons.

A380 Reclaim Belts

Heathrow has a number of 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.

As a continuation from Winter 11 onwards, through agreement at the Terminal and Stands Limits Working Group, Heathrow declares a limit on the number of A380 flights arriving within 60 minutes in Terminals 2, 3 and 4.

Based upon our assessments as to what is suitable for an A380 operation, we declare the following arrivals reclaim capacity for A380 operations, in a rolling hour:

| Terminal | Reclaim Belts declared suitable for A380 operations |
|-----------------|--|
| T2 | 6 |
| T3 | 3 |
| T4 | 2 |

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

From Winter 10 onwards, through agreement at the Terminal and Stands Limits Working Group a new limit was introduced on the number of transit flights within each terminal in a given period. 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 with 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 15. Stand supply needs to be assessed at terminal level on all campuses. Where any breaches of the terminal stand declarations occur, we request that ACL either seek airline scheduling adjustments to resolve any overages, or refer the overage to Heathrow for assessment, to determine if a solution can be found within the constraints of the apron concerned.

From Winter 11, as agreed by the airline community and Heathrow, with regards to the T3/T5 boundary, all stands starting with '5' east of stand 582 (including 582) will be T3 and all stands starting with '5' west of stand 582 (excluding 582) will be T5. This allows a better balance of stand capacity for T3 and T5.

Modelling of capacity at Heathrow has shown that to ensure aircraft flow is maintained effectively it will be necessary to use other terminals' stands for aircraft from Terminal 3. 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.

Code F Stands

As agreed with the airline community at the Heathrow Stand Governance Board, Heathrow should not plan for remote A380 operations. The remote code F stands at the airport have generally been designed for remote parking and contingency use only, due to their locations and equipment. As agreed by the Terminal and Stands Limits Working Group, to ensure there are limited remote A380 operations and to assist in A380 resilience, all Code F remotes have been declared as Code E. Thus the remote code F stands will be available for all scheduling up to and including Code E aircraft.

We kindly request that ACL continue to refer to Heathrow any requests that exceed this declared capacity to assess the characteristics of the flight and the operational issues.

Domestic, CTA, International Stand Capacity

As agreed at the Summer 13 Terminal and Stands Limits Working Group, there is a need for the schedule coordination process to consider domestic, CTA, and international stands capacity.

As a continuation from Summer 13, we request that ACL carry out high level assessments that differentiate domestic, CTA, and international demand against capacity in Terminals 2 and 5. The assessment is to be carried out at Initial Coordination, after the IATA Conference, and after the slot hand-back deadline. The results are to be shared with Heathrow. This will enable a trigger for early notification of issues and prompt any actions required to address the problems, including potential re-timing of slots.

General Aviation (GA) Stand Capacity

As agreed at the Summer 14 Terminal and Stands Limits Working Group, 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.

Five stands are required for GA parking and two for GA live movements

- GA parking = 3x narrow body and 2x wide body
- GA live = 2 x Code C or 1 x Code E

| Summer 15 | | | | | | | | | |
|-------------------------------|---|---|----------------|----------------|----------------|---------|----------|----------|--|
| | F | E | E (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 Total | | 2 | | | | | 3 | | 5 |
| Parking Declared | | 1 | | | | | - | | 1 |

**Stands RSA/RSB will be used for live GA movements and can either be used by 2x code C or 1x code E*

GA stand declarations only impact cargo stands capacity i.e. cargo is reduced by 3 narrow body stands. Other stands declared as GA were previously already excluded from capacity declarations.

Roads

The Central Terminal Area 2-way scheduling limit remains at 14000pph for Summer 15.