

15th May 2103

By Post and e-mail

Mr C Bosworth
Managing Director
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Dear Chris

HEATHROW AIRPORT SCHEDULING DECLARATION FOR WINTER 2013

In accordance with Article 6.1 of Council Regulation (EEC) 95/93 and as the competent authority by virtue of regulation 2 (2) of The Airports Slot Allocation Regulations 2006, having co-operated with representatives of air traffic control, customs and immigration authorities and air carriers using Heathrow Airport and representative organisations, Heathrow hereby declares the scheduling limits for the airport for the Winter 2013 season as attached.

We are copying this letter and the attachments to Jim Hunter, Secretary of the Airline Operators' Committee and Jim Watt, Secretary of the Scheduling Committee for circulation to airlines as appropriate.

We request that ACL help by conveying, to any new entrants, a set of realistic expectations relating to their start up at Heathrow. We also ask ACL to remember that, for any new entrant, Heathrow might need to evaluate and determine which terminal they may need to move to in future seasons, as well as for the season being coordinated, i.e. the formal slot co-ordination process will need to be integrated with future airport changes.

It is vital that Heathrow and ACL communicate as openly as possible within the parameters of the regulations both during the schedule development process and when agreeing any subsequent changes to ensure that the airport can function as efficiently as possible and meet the scheduling needs of its airlines.

ACL will remain a key stakeholder in the Scheduling Limits Working Group which Heathrow established to discuss and consult on the terminal capacities and the limits we declare.

Yours sincerely



NORMAND BOIVIN
CHIEF OPERATING OFFICER

Appendices

- 1 Runway Scheduling Limits
- 2 Additional Runway Scheduling Constraints
- 3 Terminal Scheduling Limits
- 4 Load Factors - to be used for terminal scheduling calculations
- 5 Stand Limits
- 6 Explanatory Notes

Appendix 1

Runway Scheduling Limits Winter 2013

Arrivals	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total	
Hour (UTC)																				
Winter 2012	36	36	34	42	39	36	43	40	42	44	44	40	40	39	38	41	22	38.6	656	
Capacity change									+1	-1										
Winter 2013	36	36	34	42	39	36	43	40	43	43	44	40	40	39	38	41	22	38.6	656	

Departures	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total	
Hour (UTC)																				
Winter 2012	28	42	42	43	42	42	44	42	41	42	44	44	42	43	39	36	22	39.9	678	
Capacity change					+1	-1			+1	-1			+1		-1					
Winter 2013	28	42	42	43	43	41	44	42	42	41	44	44	43	43	38	36	22	39.9	678	

Air Transport Movement Cap
Weekly Planning Limit: 9,262

Appendix 2

Additional Runway Scheduling Constraints Winter 2013

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.

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 0600 and 2255 (UTC), except between 1545-1800 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0600-1540	1545-1800	1805-2255
Capacity	45	46	45

Arrivals and Departures

1. Ad Hoc slots will be unavailable between 0430-0800 (UTC). The period from 27 October to 3 November 2013 inclusive will be exempted from the zero availability due to airline schedule adjustments related to the season boundary.
2. A reduced ad-hoc capacity will be declared in all hours both for arrivals and departures following the hand-back deadline on 31 August 2013. 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)																
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Winter 2013 Capacity	36	36	34	42	39	36	43	40	43	43	44	40	40	39	38	41	22
reduced capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2013 Capacity for ad hoc recycling	0	0	32	40	37	34	41	38	41	41	42	38	38	37	36	39	20

Departures	Hour (UTC)																
	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Winter 2013 Capacity	28	42	42	43	43	41	44	42	42	41	44	44	43	43	38	36	22
reduced capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Winter 2013 Capacity for ad hoc recycling	0	0	40	41	41	39	42	40	40	39	42	42	41	41	36	34	20

- 3 The 2 tactical slots allocated to NATS on a daily basis have been permanently removed.
- 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 Winter 13

Terminal	A/D	Constraint	Time Period (GMT)	Lower Limit	Initial Coordination Limit	Upper Limit
T1	D	Combined 1 Hour	0000 - 2359	1600	2200	3200
		Combined 3 Hour	0000 - 2359	3900	5000	5500
	A	International 1 Hour	0000 - 2359	1400	1600	1800
		International 2 Hour	0000 - 2359	2800	3000	3400
		CTA 1 Hour	0000 - 2359		930	
T3	D	Domestic 1 Hour	0000 - 2359		1500	
		International 1 Hour	0000 - 2359	2700	3000	4000
	A	International 3 Hour	0000 - 1529	6500	7500	9000
			1530 - 1559	5800	7500	9000
		International 1 Hour	1600 - 2359	5800	6000	9000
			0000 - 2359	3000	3500	4000
T4	D	International 1 Hour	0000 - 2359	1500	1650	2350
		International 3 Hour	0000 - 2359	3250	3750	5000
	A	International 1 Hour	0000 - 2359	1400	1800	2500
		International 2 Hour	0000 - 2359	2800	3200	4300
		Combined 1 Hour	0000 - 2359		4500	5000
T5	A	International 1 Hour	0000 - 2359		3750	4500
		Domestic 1 Hour	0000 - 2359		950	1150

Appendix 4

Load Factors Winter 13

Winter 13 Day of Week	T1 Domestic		T1 CTA	T1 International		T1 Combined		T3 International		T4 International		T5 Domestic		T5 International		T5 Combined	
	A		A	A		D	A	D	A	D	A	D	A	D	A	D	
1	79%		86%	79%		77%	82%	85%	80%	81%	90%	83%					78%
2	74%		82%	76%		73%	79%	85%	78%	81%	87%	79%					73%
3	72%		81%	76%		75%	76%	87%	75%	82%	84%	78%					76%
4	73%		79%	76%		80%	78%	86%	75%	83%	85%	80%					81%
5	73%		82%	78%		80%	79%	88%	78%	87%	84%	84%					82%
6	68%		74%	79%		81%	85%	88%	80%	86%	81%	83%					83%
7	80%		85%	81%		79%	86%	84%	85%	84%	87%	84%					81%

Appendix 5

Stand Limits Winter 13

Table 5.1 Total Physical Stand Supply - For Information Only, this is not the W13 Declared Stands

Winter 2013										
	F	E3	E2	E1	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	2	7	0	3	1	7	9	2	0	31
T3	8	18	7	5	0	5	2	0	0	45
T4	4	15	8	1	3	0	3	0	0	34
T5	15	12	13	0	4	0	15	1	0	60
Total excluding Cargo	29	52	28	9	8	12	29	3	0	170
CARGO	0	3	6	0	1	1	1	0	0	12
Total including Cargo	29	55	34	9	9	13	30	3	0	182

MARS – main centrelines counted except MARS stand 192 which is predominately used by narrow body aircraft and therefore is counted as two centre-lines (192L & 192R).

- Stands 122, 701 & 702 – no live movements
- Leased stands 604-606
- Any early release T2 stands are not counted (not fully commissioned and will be used for trials during W13)
- 453 upgraded to Code F
- MCA (449-452) counted as two E3
- Stand 112 permanently closed
- Stand 338 – permanent closure
- Stand 354 permanently closed due loss of MCA to T31B
- Stand 463 removed (stillage area)

Table 5.2

Total Stand Supply with Stand Outages for Construction Work - For Information Only, this is not the W13 Declared Stands

Winter 2013		F	E3	E2	E1	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
Apron	F										
	F		E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
	T1	2	7	0	3	1	7	9	2	0	31
	T3	8	17	7	5	0	5	2	0	0	44
	T4	4	15	7	1	3	0	3	0	0	33
T5	14	12	13	0	4	0	0	15	1	0	59
Total excluding Cargo	28	51	27	9	8	12	29	3	0	0	167
CARGO	0	3	6	0	1	1	1	0	0	0	12
Total including Cargo	28	54	33	9	9	13	30	3	0	0	179

Exclusions:

- Stand 340 – project to upgrade to a Code F
- One Code E2 stand in T4 for APBB replacement works
- Stand 561 closed for construction of two additional airbridges

Table 5.3

Stand Supply with stand downgrades for project work and/or operational resilience - For Information Only, this is not the W13 Declared Stands

		Winter 2013									
Apron	F	E3	E2	E1	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL	
	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL	
T1	1	8	0	3	1	7	9	2	0	31	
T3	5	16	10	3	2	5	3	0	0	44	
T4	2	17	7	1	3	0	3	0	0	33	
T5	11	15	13	0	4	0	15	1	0	59	
Total excluding Cargo	19	56	30	7	10	12	30	3	0	167	
CARGO	0	3	6	0	1	1	1	0	0	12	
Total including Cargo	19	59	36	7	11	13	31	3	0	179	

Nine remote Code F stands are downgraded to Code E to prevent A380 remotes:

1x T1, 3x T3, 2x T4, 3x T5

T3 stand constraints:

- Reduced 4x E3 to E2 (Stands 318/323/327/332)
- Reduced 2x E1 to D (Stands 325/329)

T3IB road diversion:

- Stand 326 downgraded from E2 to E1
- Stand 351 downgraded from E1 to C321

Table 5.4

Additional stand outages due to operational issues, e.g. Maintenance, stand cleaning, off slot performance etc - For Information only, this is not the W13 Declared Stands

Winter 2013										
	F	E3	E2	E1	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	1	2	0	1	1	0	0	0	0	5
T3	1	1	2	1	0	1	0	0	0	6
T4	1	2	6	1	0	0	1	0	0	11
T5	1	1	1	0	0	0	1	0	0	4
Total excluding Cargo	4	6	9	3	1	1	2	0	0	26
CARGO	0	0	4	0	0	0	0	0	0	4
Total including Cargo	4	6	13	3	1	1	2	0	0	30

- Four E2 cargo stands excluded
- Five Code E stands (451 to 455) deducted from T4 declared stand allocation, to allow for T3 tows
- One pier served Code F from each apron is deducted to provide a resilient A380 pier served operation
- Stand 456 excluded due to frequent Royal Suite use

Table 5.5

Total Stands Declared for Schedule Coordination

Winter 2013										
	F	E3	E2	E1	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1	0	6	0	2	0	7	9	2	0	26
T3	4	15	8	2	2	4	3	0	0	38
T4	1	15	1	0	3	0	2	0	0	22
T5	10	14	12	0	4	0	14	1	0	55
Total excluding Cargo	15	50	21	4	9	11	28	3	0	141
CARGO	0	3	2	0	1	1	1	0	0	8
Total including Cargo	15	53	23	4	10	12	29	3	0	149

Key changes:

- Stand 463 removed (stillage area)
- Stand 112 permanently closed
- Stand 354 permanently closed due loss of MCA for T3IB project
- 453 upgraded to Code F
- Stand 561 closed for construction of two additional airbridges

